

DEANWOOD METRO STATION ACCESS IMPROVEMENT STUDY

Final Report

Deanwood Metrorail Station
District of Columbia
June 2013



Washington Metropolitan Area Transit Authority

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DEANWOOD

Metro Station Access Improvement Study

Washington Metropolitan Area Transit Authority
Office of Real Estate and Station Planning

June 2013



Lead Agency

Washington Metropolitan Area Transit Authority
Office of Real Estate and Station Planning
600 5th Street NW
Washington, DC 20001

Stan Wall, Director of Real Estate and Planning
Robin McElhenny, Manager of Station Planning
Catherine Jones, Project Manager

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Executive Summary

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OR	8	Vienna	12

Deanwood Metro Station
Access Improvement Study

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Executive Summary

The Washington Metropolitan Area Transit Authority (WMATA or “Metro”) has conducted the Deanwood Metro Station Access Improvement Study to assess existing and future access needs of the Deanwood Metrorail station. In addition, the station access study evaluates the feasibility of potential future joint development, consistent with the District of Columbia Office of Planning’s *Deanwood/Great Streets-Nannie Helen Burroughs Ave & Minnesota Ave NE Strategic Development Plan* (March 2008, referred to as the “Strategic Development Plan”).

The station access study evaluated the needs of Deanwood Metrorail station users both within the station site and accessing the station site by foot, bicycle, bus, taxi, and private vehicles. The study examined pedestrian access, security concerns, and potential landscape enhancements to the station entrances and also developed a concept plan for accommodating potential future joint development on the station site while maintaining bus and Park & Ride operations.

Study Process

The Deanwood Metro Station Access Improvement Study was conducted during 2012 and early 2013. Metro engaged community stakeholders throughout the process, providing study updates and gathering input from groups and individuals, including: District of Columbia Advisory Neighborhood Commissions (ANCs) 7C and 7D, the Deanwood Civic Association, District of Columbia ward planners from the Office of Planning (DCOP) and District Department of Transportation (DDOT), and other neighborhood and civic groups.

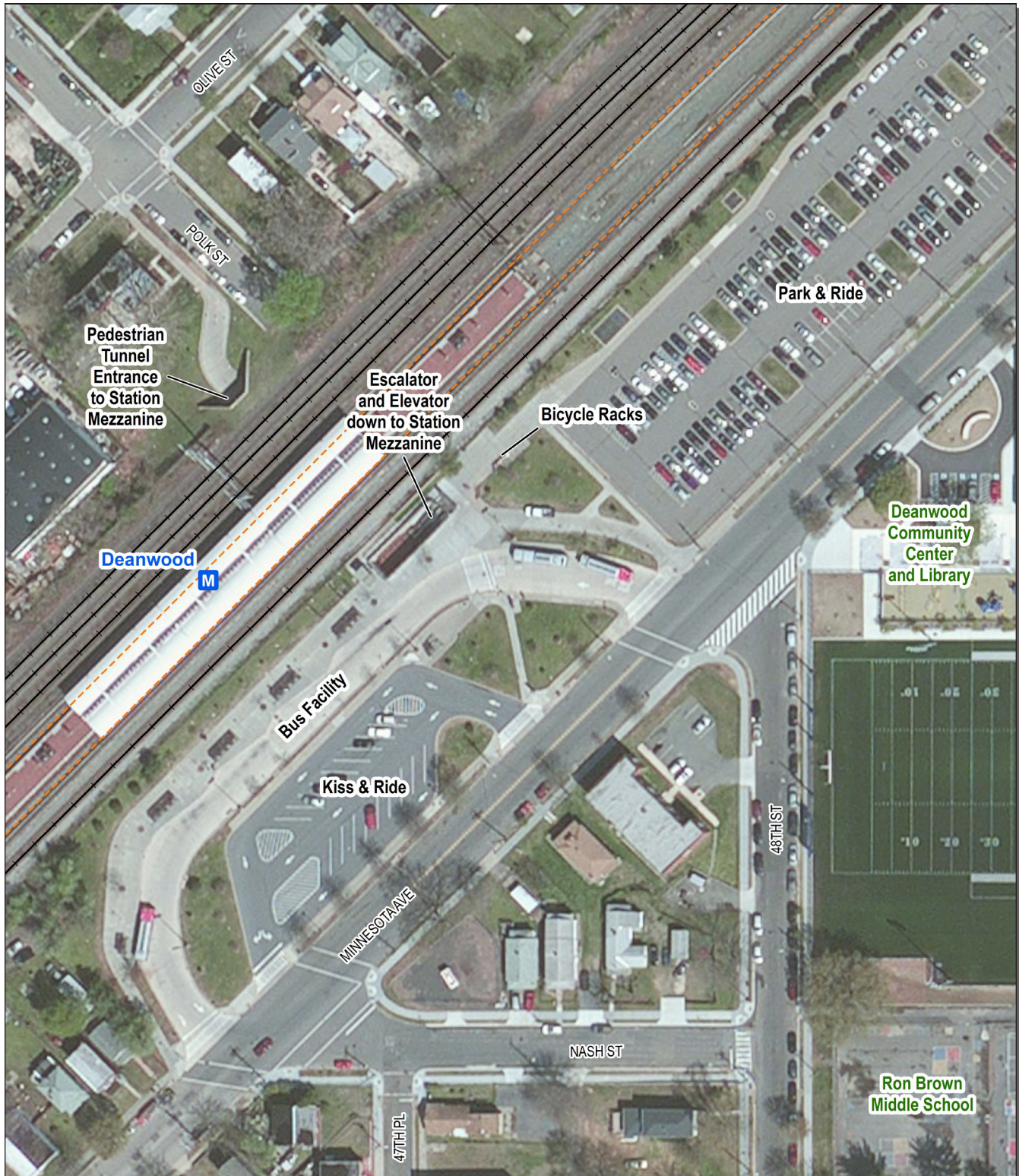
Existing conditions information was collected from available data sources and also by field observations, a community walk-about of the station site and vicinity, and a community open house workshop held in April 2012. Future access and facility needs were developed based on community input received and existing conditions assessment, and draft recommendations were presented at a follow-up community open house workshop in February 2013. Based on the community input, the recommendations were finalized in Spring 2013.



View of station from Minnesota Avenue at 48th Street, NW

Key Study Milestones	
February 2012	Community walk-about and review of existing conditions
April 2012	Community open house
Spring - Summer 2012	Assessment of future needs
June 2012	Study update at Deanwood Civic Association Meeting
Fall 2012	Development of draft recommendations
February 2013	Community open house and presentation of draft recommendations
March-April 2013	Finalization of recommendations

Figure ES-1 Deanwood Metro Station and Immediate Vicinity



Existing Conditions and Future Needs

Overview

The Deanwood Metrorail station opened in 1978 on the Metrorail Orange Line. The station property is approximately 3.7 acres and is adjacent to the Deanwood Community Center and Library, mostly single-family residential properties, and several light industrial properties. The primary station entrance is on Minnesota Avenue, and a second entrance is provided from the northwest at Polk Street via a pedestrian tunnel under the CSXT tracks. The station has a bus facility with six bus bays, surface Park & Ride lot with 194 parking spaces, Kiss & Ride facility with a pick-up/drop-off lane for private vehicles and taxis, and six bicycle racks (parking for up to 12 bicycles). **Figure ES-1** shows the Deanwood Metrorail station site and streets in the immediate vicinity.

Safety and Security Issues

The intersection of Minnesota Avenue and 48th Street lacks a direct crosswalk between the main station access pathway and the opposite side of Minnesota Avenue. The entrance to the Deanwood Community Center and Library establishes a natural “desire line” to and from the station entrance, but no convenient crossing of Minnesota Avenue is provided.



Intersection of Minnesota Avenue & 48th Street, which lacks crosswalk on north side

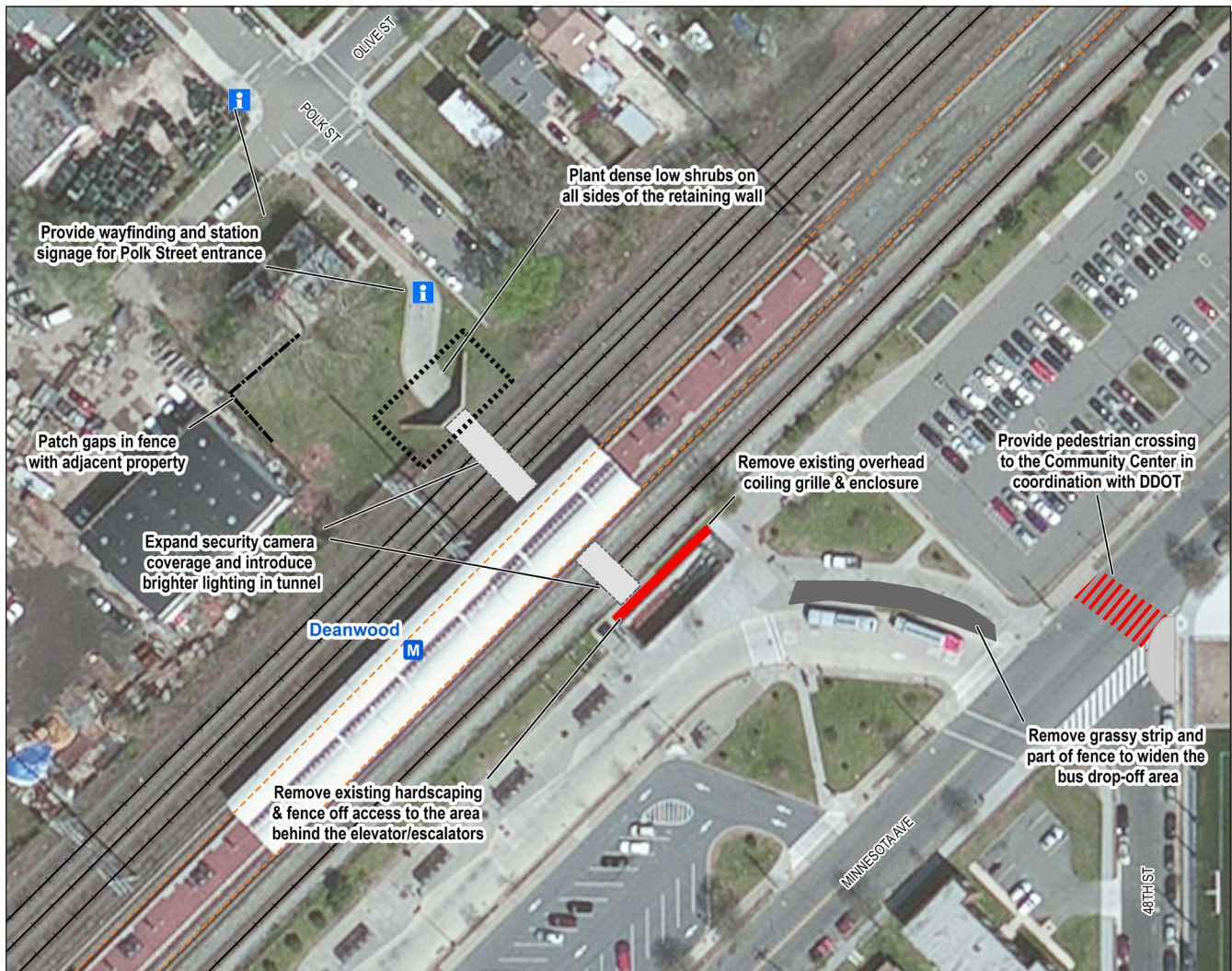
Security for station patrons and pedestrians in the station vicinity has been a concern at Deanwood,

particularly for patrons using the Polk Street entrance. In 2012 Deanwood Metrorail station had 43 Part 1 crimes (category includes theft, robbery, aggravated assault, sexual offenses, homicide, and motor vehicle theft) reported on the station property; in 2011 the station had 68 Part 1 crimes, the highest number of any station in the Metrorail system in that year (Metro Transit Police data). Although crime has declined at Deanwood station and Metro Transit Police have increased patrols at the station, security in the area continues to be a concern among residents and station users. Community members have expressed crime and personal security as their principal concerns at the station and have recommended improvements to lighting levels and security camera coverage.

Facility Operations and Demand

Metrorail – Deanwood station has light Metrorail ridership (1,875 average weekday boardings in May 2010) and was the third lowest ridership station in the system in fiscal year 2012 (WMATA fare gate data). Approximately half of Metrorail passengers access the station by walking, 24 percent by Park & Ride, 16 percent by bus, 10 percent are dropped off by a private vehicle (Kiss & Ride), and only 1 percent by bicycle (WMATA 2007 Metrorail Passenger Survey). Projected future ridership in 2030 is 2,175 weekday boardings (WMATA RTSP model, MWCOG Round 7.2A land use). Even under a high-end redevelopment scenario (with additional population and employment growth above the MWCOG Round 7.2A land use), the projected 2030 ridership is still under 3,000 weekday boardings.

Park & Ride – During 2011, the average weekday utilization was approximately 120 spaces, roughly 60 percent the facility capacity (WMATA SmarTrip parking data). Projected 2030 parking facility demand and resulting capacity need is approximately 155 spaces. Even if a high-end scenario of redevelopment in the station area (above the growth in the MWCOG Round 7.2A land use forecast), is assumed, the future capacity need would still be approximately within the existing facility size.

Figure ES-2 Recommended Short-Term Improvements

Bus – Bus-to-bus transfers are an important function at Deanwood station. More bus passengers at Deanwood transfer to/from other bus routes than transfer to/from Metrorail. The existing facility capacity (six standard-sized bus bays) will be able to accommodate future ridership growth and additional peak hour bus arrivals projected through 2030.

Kiss & Ride and Other Modes – The Kiss & Ride facility is infrequently used and has excess short-term parking capacity. Most vehicles drop off station users curb-side along southbound Minnesota Avenue and then make a u-turn to return northbound on Minnesota Avenue. Currently no private shuttles serve Deanwood and taxi activity is very low.



Station bus bays currently serve seven Metrobus routes

Recommended Short-Term Improvements

Figure ES-2 shows recommended short-term improvements, which are described below:

Pedestrian connections to the station –

Coordinate with DDOT to provide a pedestrian crossing accommodation of Minnesota Avenue along the principal “desire line” between the Deanwood Community Center and the station, as recommended by DDOT’s Far Northeast Livability Study. Provide wayfinding signage along the approach to the station from Kenilworth Avenue.

Polk Street Entrance – Add a station entrance sign above the Polk Street tunnel entrance. Patch gaps in the fencing separating adjacent properties from Metro’s property at the Polk Street entrance to limit improper access to/from the station property. Plant dense, low shrubs behind the retaining wall to discourage hiding places in existing blind spots.

Minnesota Avenue Entrance – Widen and lengthen the paved pedestrian circulation area at the alighting-only bus stop to accommodate passengers alighting from multiple buses unloading at the same time. Remove the overhead coiling grille and enclosure from the escalator bay of the Minnesota Avenue entrance; the bulky enclosure limits visibility, restricts natural lighting, and is currently unused (the tunnel is allowed to remain open after station operating hours to permit neighborhood pedestrian access under the CSXT and Metrorail tracks). Also remove existing hardscaping and fence off access to the area behind the elevator and escalators, which is not used for pedestrian circulation and provides a blind spot for crime to take place.

Mezzanine Tunnel – Introduce brighter lighting throughout the tunnel. Provide security camera coverage in the central node of the mezzanine tunnel, especially in the area that is partially blocked from the view of the station manager’s kiosk by the platform elevator.

Recommended Long-Term Improvements and Concept Plan

Figure ES-3 shows the recommended long-term improvements and concept plan, described below:

Escalator canopy and redesign of Minnesota Avenue entrance plaza

– Create entrance plaza and widen pedestrian circulation area at Minnesota Avenue crossing to Community Center. Remove corner of the Park & Ride lot and redesign the internal vehicular circulation (requires loss of approximately three parking spaces). While redesigning the corner of the parking lot, replace the existing chain link fencing at this location of the parking lot with more attractive fencing and landscaped buffer. Move station pylon sign from pathway near Kiss & Ride to this main entrance across from the community Center.

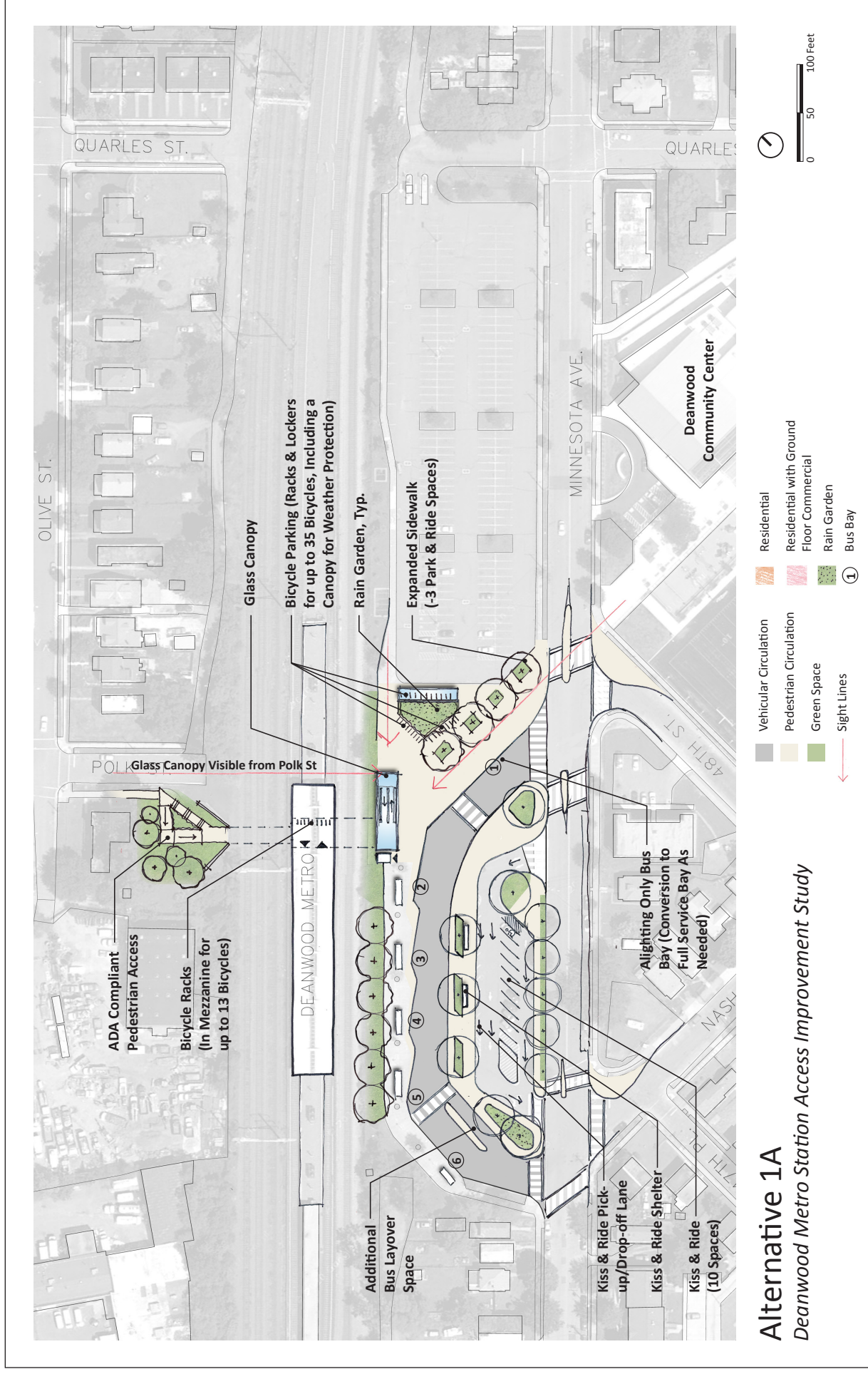


Current Minnesota Avenue entrance plaza

Redesign of Polk Street entrance walkways

– Provide landscape features such as plantings or hardscape elements that could improve both the attractiveness and security of the station entrance. Realign entrance pathway to create better sight lines and ADA-compliant access, and add features that discourage use of the vacant grassy area for loitering and other activities by non-station users to improve the real and perceived sense of security of users. Introduce a Deanwood station pylon sign at the entrance is also recommended to create a sense of arrival and station identity and assist passenger wayfinding.

Figure ES-3 Recommended Long-Term Improvements and Concept Plan



Alternative 1A

Deanwood Metro Station Access Improvement Study



Current Polk Street entrance

Modified Kiss & Ride – Remove one row of the short-term parking spaces to provide a wider, more comfortable passenger waiting area, additional trees and landscape amenities, and improved pedestrian circulation areas.

Modified bus loop entrance – Shift geometry of the bus loop entrance to provide a broad pedestrian entrance plaza between the station escalators and Minnesota Avenue. A concept plan variation would modify the bus loop further to create a wider plaza by eliminating a bus bay, creating a separate bus layover lane bordering the Kiss & Ride.

Enhanced Bicycle Parking Facilities – Provide secure bicycle parking in the station mezzanine tunnel. As bicycle use at the station grows, provide additional bike racks and lockers at the entrance plazas, including a canopy over a portion of the bicycle parking, to help achieve Metro’s goal that two percent of passengers can access the station by bicycle.

Coordinate Off-site Pedestrian Improvements with DDOT – Replacement and improvement of the pedestrian bridge over Kenilworth Avenue at Polk Street and Douglas Street, as well as improvement of the at-grade crossings of the Kenilworth Avenue service roads, are currently under study by DDOT. Other improvements to correct pedestrian accommodation deficiencies in the station area, such as sidewalk gaps on Quarles Street east of Minnesota Avenue, and others were identified by DDOT in the Far Northeast Livability Study (2011). Implementation of the recommendations of these studies would help improve station pedestrian access.

Joint Development Concept

A joint development concept for Deanwood station was prepared consistent with stakeholder feedback collected during this study and consistent with the community vision outlined in the Deanwood Strategic Development Plan. The concept builds on the long-term station concept plan and can be considered by Metro as neighborhood real estate conditions evolve. Moderate-scale joint development, consisting of a small retail space with apartments above, located on a portion of the Park & Ride lot, is currently recommended. This type of joint development would have the following benefits:

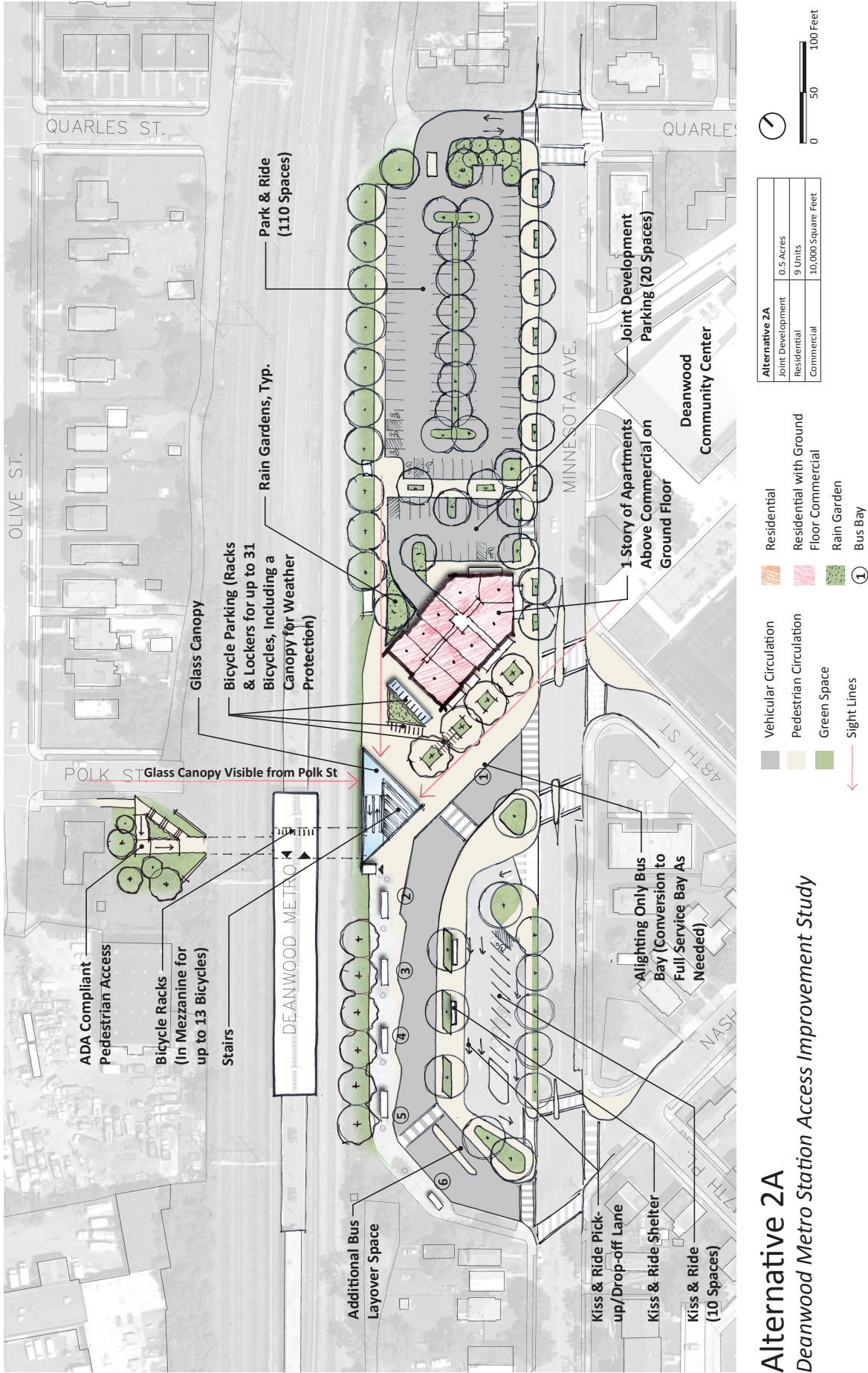
- Introducing active uses at the main station entrance that provide “eyes on the street;”
- Providing needed neighborhood-serving retail;
- Enhancing the station gateway and connection to the Community Center; and
- Allowing for additional future development on the station site depending on Park & Ride needs and real estate market conditions.



Current Park & Ride facility and potential location for future joint development

Due to the Park & Ride demand at Deanwood and the current lack of spare parking capacity at nearby Metrorail stations, the Deanwood Metrorail station needs to retain a significant part of its Park & Ride facility in the foreseeable future. Structured parking is likely not feasible at Deanwood station in the near term due to the high cost and current real estate market. The moderate-scale joint development

Figure ES-4 Recommended Joint Development Concept



Alternative 2A

Deanwood Metro Station Access Improvement Study

concept would accommodate mixed-use development as well as most of the Park & Ride demand, and it would allow additional development in the future as parking needs and real estate conditions change.

Higher-density joint development options were developed but would require substantial reduction or elimination of the Park & Ride or structured parking. Other concepts were also developed to explore other layout and facility options, although they were found not feasible due to cost and operational constraints.

Figure ES-4 shows the recommended moderate-scale joint development concept, which has:

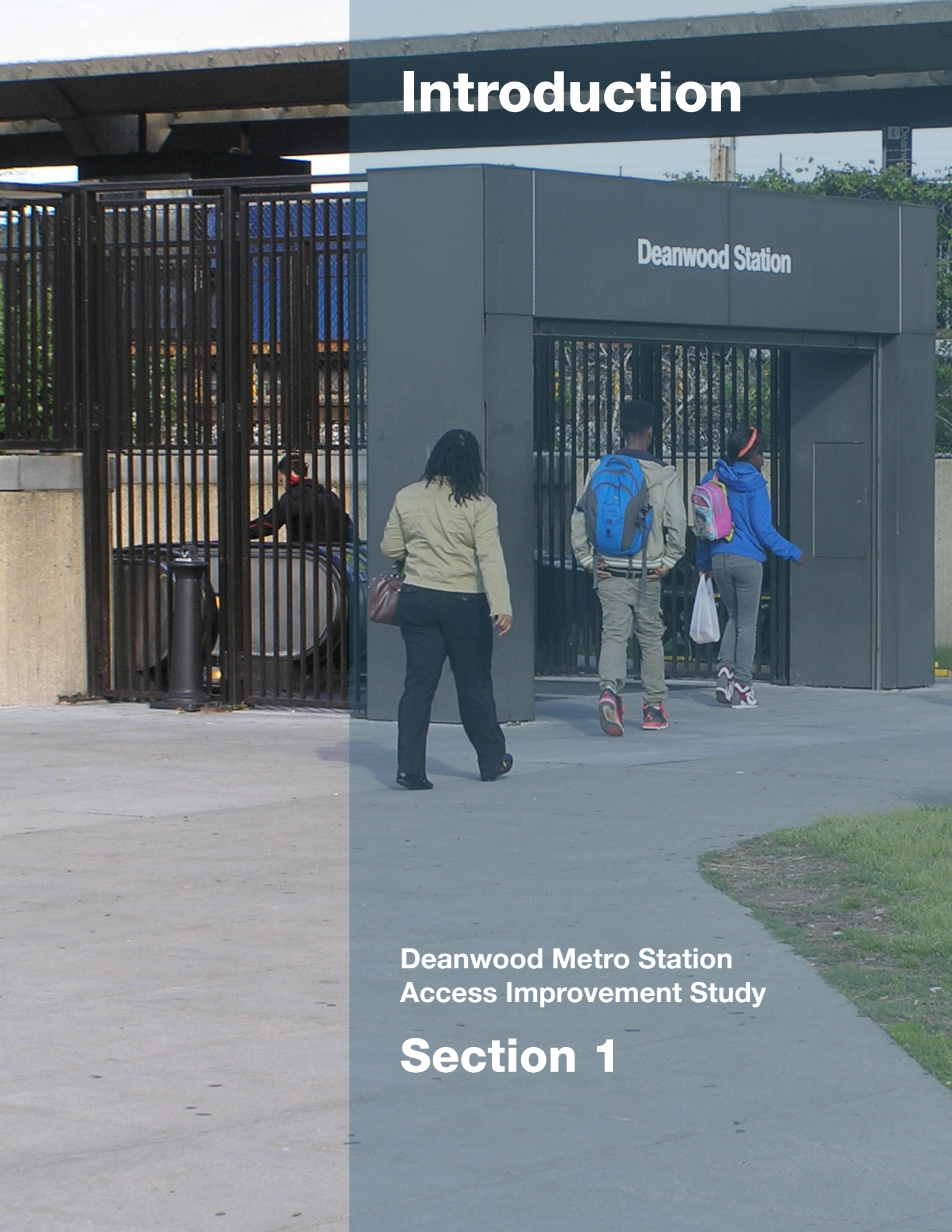
- 10,000 square feet of ground floor commercial uses;
- 9 residential apartment units occupying the floor above the commercial uses;
- Adjacent surface parking for commercial and residential joint development uses;
- Metro Park & Ride facility (approximately 110 spaces); and
- Additional landscape amenities, including a wider sidewalk, street trees and planting boxes along Minnesota Avenue and additional plantings and rain gardens within the site.

Conclusion

The Deanwood Metro Station Access Improvement Study has identified short-term enhancements that can address safety and security issues and long-term improvements that will provide additional amenities for station users and the community. These enhancements and potential future joint development can help make Deanwood a more convenient and attractive access point to the Metrorail system and support planned redevelopment and infrastructure improvements in the station vicinity.

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Introduction



Deanwood Metro Station
Access Improvement Study

Section 1

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1.0 INTRODUCTION

The Washington Metropolitan Area Transit Authority (WMATA or “Metro”) has conducted the Deanwood Metro Station Access Improvement Study to assess existing and future access needs of the Deanwood Metrorail station. In addition, the station access study evaluates the feasibility of potential future joint development, consistent with the District of Columbia Office of Planning’s *Deanwood/Great Streets-Nannie Helen Burroughs Ave & Minnesota Ave NE Strategic Development Plan* (March 2008, referred to as the “Strategic Development Plan”).

The station access study evaluated the needs of Deanwood Metrorail station users both within the station site and accessing the station site by foot, bicycle, bus, taxi, and private vehicles. The study examined pedestrian access, security concerns, and potential landscape enhancements to the station entrances and also developed a concept plan for accommodating potential future joint development on the station site while maintaining bus and Park & Ride operations. This report provides an overview of the study findings and recommendations and is organized as follows:

Section 1 – Introduction, including Station Overview, Project Study Area and Study Process

Section 2 – Existing Conditions and Planning Context

Section 3 – Future Station Operations, Demand and Facility Needs

Section 4 – Proposed Station Improvements

Section 5 – Joint Development Concepts

1.1 Station Overview

The Deanwood Metrorail station opened in 1978 on the Metrorail Orange Line. It is located in the northeast quadrant of the District of Columbia, between the Minnesota Avenue Metrorail station to the southwest and the Cheverly Metrorail station to the northeast, which is within Prince George’s County. Deanwood station is located in the northwestern portion of the Deanwood neighborhood along Minnesota Avenue and the CSXT railroad tracks.

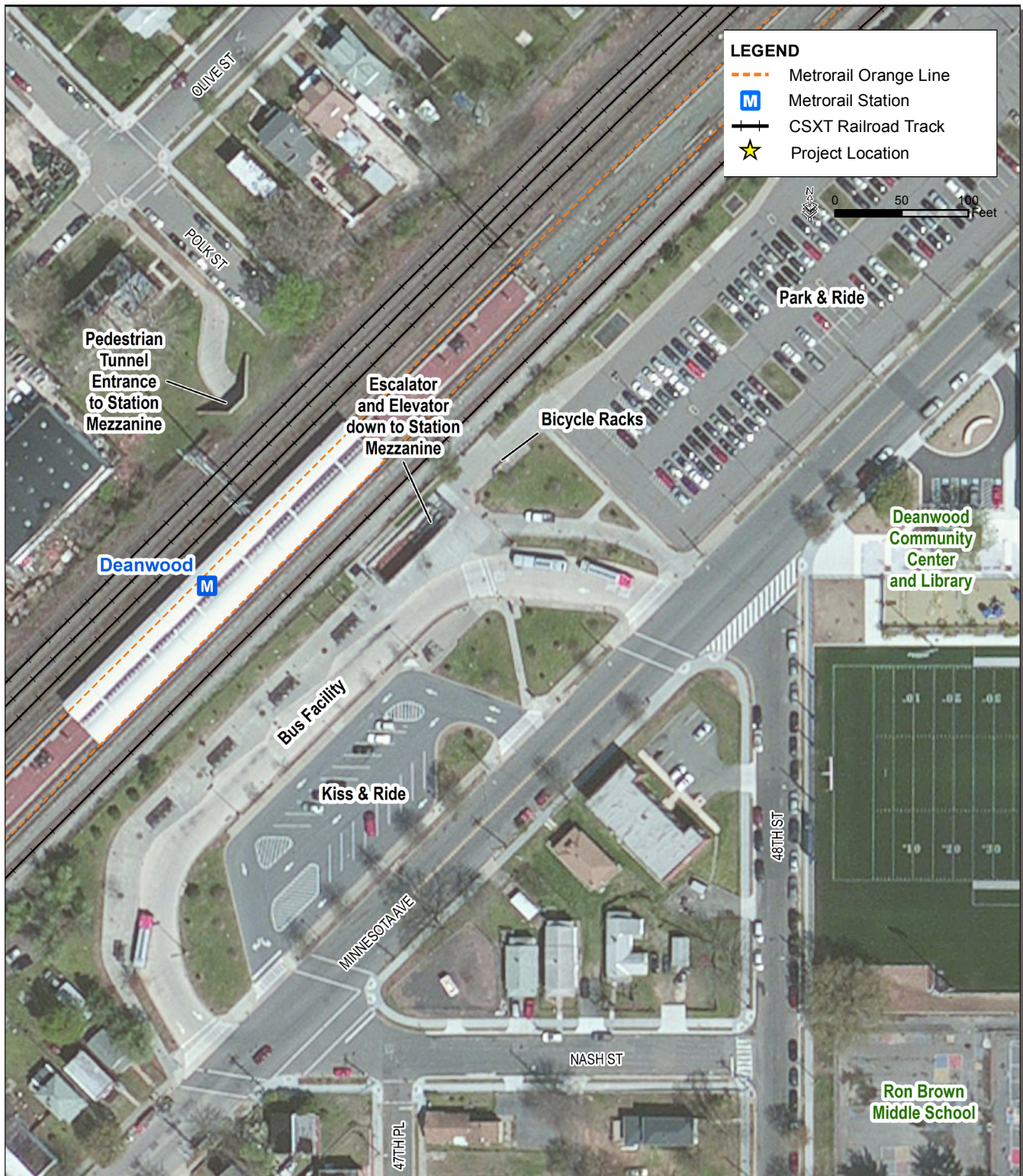
The station property is approximately 3.7 acres and is adjacent to the Deanwood Community Center and Library, mostly single-family residential properties, and several light industrial properties. The primary station entrance is on Minnesota Avenue, and a second entrance is provided from the northwest at Polk Street via a pedestrian tunnel under the CSXT tracks. The station has a bus facility with six bus bays, surface Park & Ride lot with 194 parking spaces, Kiss & Ride

facility with a pick-up/drop-off lane for private vehicles and taxis, and six bicycle racks (parking for up to 12 bicycles). **Figure 1-1** on the following page shows the station site and facilities.



Location Map

Figure 1-1 Deanwood Metro Station and Immediate Vicinity





View of station from Minnesota Avenue at 48th Street, NW

1.2 Project Study Area

The study area comprises the station site and the surrounding area within a ½-mile radius. The area includes the Deanwood, Kenilworth, and Eastland Gardens neighborhoods within the District of Columbia and several residential blocks within Prince George’s County, Maryland. In addition to residential neighborhoods, the station area includes light industrial areas along Kenilworth Avenue and the CSXT railroad tracks, and the Kenilworth Park and Aquatic Gardens administered by the National Park Service. The primary focus of the study is on the station property, facilities and major access routes within the ¼-mile walkable radius of the station. **Figure 1-2** shows the Deanwood Metrorail station and surrounding area within a ¼-mile radius and ½-mile radius.

1.3 Study Process

The Deanwood Metro Station Access Improvement Study was conducted during 2012 and early 2013. Metro engaged community stakeholders throughout the process, providing study updates and gathering input from groups and individuals, including: District of Columbia Advisory Neighborhood Commissions (ANCs) 7C and 7D, the Deanwood Civic Association, District of Columbia ward planners from the Office

of Planning (DCOP) and District Department of Transportation (DDOT), and other neighborhood and civic groups.

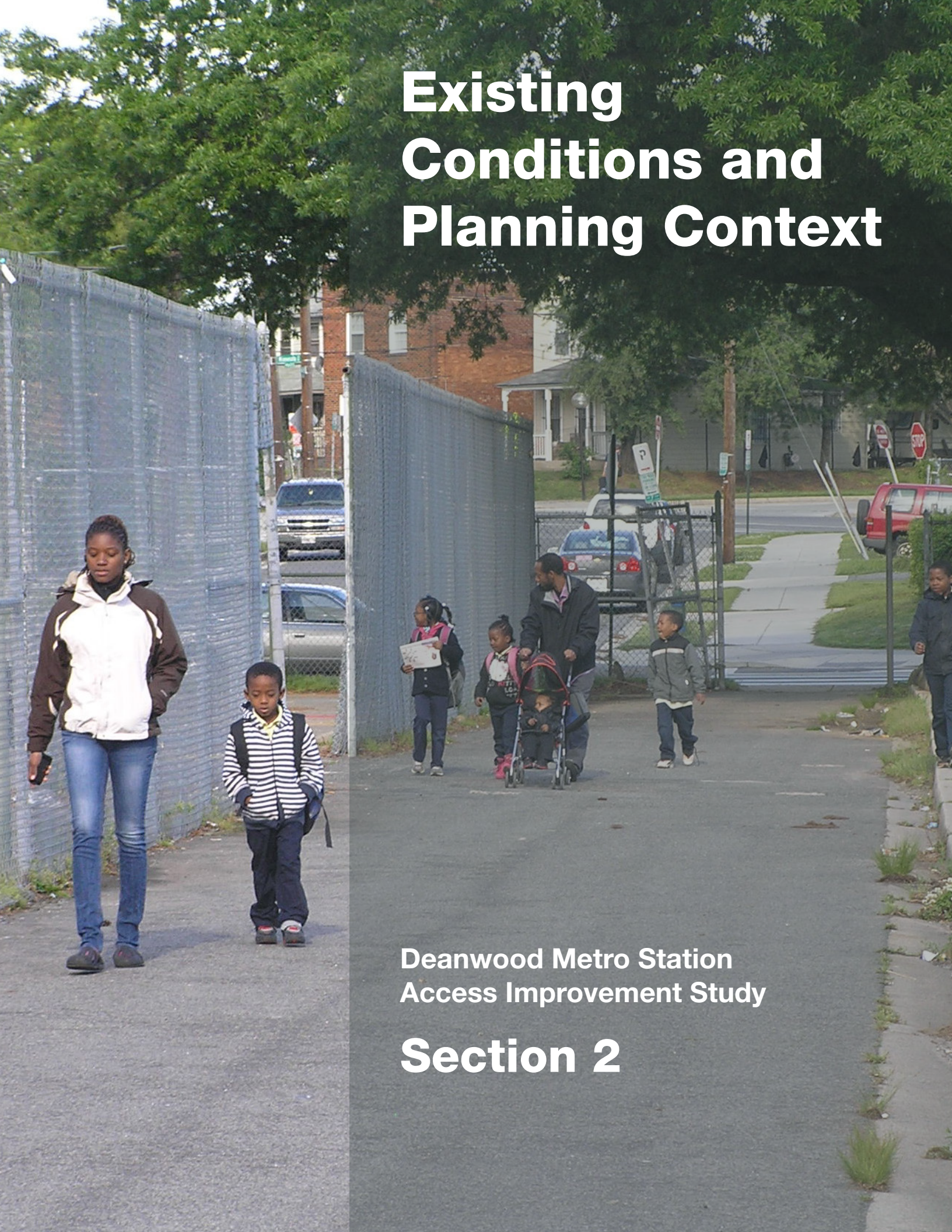
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Key Study Milestones	
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Figure 1-2 Deanwood Metro Station and Surroundings



Existing Conditions and Planning Context



Deanwood Metro Station
Access Improvement Study

Section 2

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2.0 EXISTING CONDITIONS AND PLANNING CONTEXT

2.1 Station Area Land Use

Figure 2-1 on the following page shows existing land use in the Deanwood Metrorail station area, which consists of generally low-density residential neighborhoods and the corridor of light industrial and commercial properties along Kenilworth Avenue and the CSXT tracks.

2.1.1 Deanwood Neighborhood

The Deanwood neighborhood is roughly defined by Eastern Avenue, Kenilworth Avenue, and the Watts Branch Tributary (Marvin Gaye Park). The neighborhood consists primarily of single-family homes with a few pockets of moderate-scale multi-family housing (2-3 stories). Institutional uses are scattered throughout the neighborhood and include the Deanwood Community Center and Library, Ron Brown Middle School, Houston Elementary School,



Examples of single-family houses and low-density apartments adjacent to station



Deanwood Community Center and Library Ron Brown Middle School

a public charter school, and several churches. The neighborhood lacks a main commercial area, with only small clusters of retail on the periphery along Kenilworth Avenue and Eastern Avenue. According to the DCOP Strategic Development Plan, the neighborhood has many vacant single-family lots, creating the potential for infill housing but also potentially attracting crime, dumping, and neighborhood blight. Light industrial properties are clustered along the CSXT railroad corridor between Kenilworth and Minnesota Avenues.

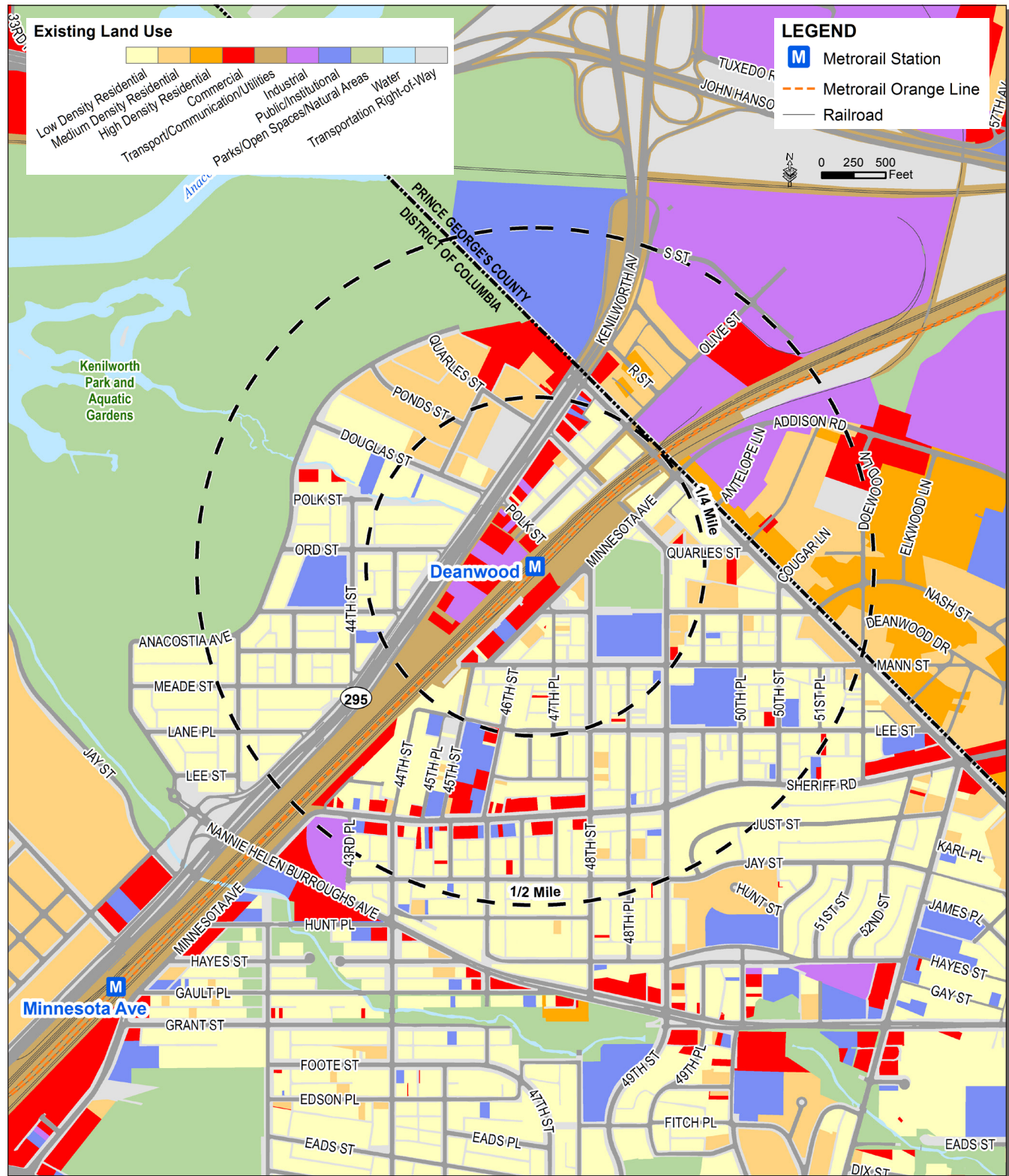
2.1.2 Kenilworth and Eastern Gardens Neighborhoods

Northwest of Kenilworth Avenue from Deanwood Metrorail station are the Kenilworth and Eastern Gardens neighborhoods. The neighborhoods are mostly residential in character. Kenilworth comprises Kenilworth Courts, a large public housing complex of moderate-density garden apartments, and adjacent street blocks of single-family homes, which blend into the Eastern Gardens neighborhood to the southwest. On their northwest edge, the neighborhoods back up to the Kenilworth Park and Aquatic Gardens and the Anacostia River. Institutional uses in the neighborhood include Kenilworth Elementary School and the Kenilworth-Parkside Recreation Center.



Kenilworth Courts apartments across Kenilworth Avenue from the station access route along Polk Street

Figure 2-1 Station Area Existing Land Use



2.1.3

Prince George's County Portion of Study Area

The area northeast of Eastern Avenue is a mix of residential, commercial and industrial uses within Prince George's County. Addison Road connects to more extensive residential areas just outside of the ½-mile radius from Deanwood Metrorail station.

2.2

Station Area Transportation Systems

2.2.1

Transit and Rail

In addition to the Deanwood Metrorail station, the study area has other important rail and bus transit services. The Minnesota Avenue station serves outlying portions of the study area south of Sheriff Road. Metrobus routes connect study area neighborhoods to both the Deanwood and Minnesota Avenue Metrorail stations on the Orange Line, as well as to the Benning Road and Capitol Heights Metrorail stations on the Blue Line. Residents of some areas of the Kenilworth and Eastland Gardens neighborhoods often use the V7 and V8 Metrobus routes that operate along the Kenilworth Avenue service roads to access the Minnesota Avenue Metrorail station rather than walk to Deanwood Metrorail station. CSXT railroad tracks parallel the Metrorail tracks and carry freight trains. No commuter rail or passenger rail serves the study area.



CSXT tracks adjacent to Metrorail station and Red Line tracks

2.2.2

Roadways

Minnesota Avenue is a major arterial in the southeast and far eastern areas of the District of Columbia; however, the heavily traveled southern portion of the road does not connect north of Sherriff Road to the segment by the Deanwood Metrorail station. Thus, Minnesota Avenue serves as a collector road for the neighborhood in the vicinity of Deanwood station, providing access between Eastern Avenue, Addison Road and the Metrorail station. Sherriff Road along the southern edge of the station area serves as a minor arterial for the neighborhood, connecting the Minnesota Avenue corridor with the Eastern Avenue and Division Avenue corridors.



Kenilworth Avenue at Polk Street/Douglas Street pedestrian bridge

Kenilworth Avenue serves as a major highway connector for the eastern District of Columbia, connecting the study area with southeast District of Columbia and I-295/I-395 to the south and with Prince George's County, the Baltimore-Washington Parkway, and New York Avenue/U.S. Highway 50 to the north. Kenilworth Avenue is a limited-access highway, and combined with the nearby CSXT tracks, the two transportation facilities limit east-west connectivity for pedestrians, bicyclists, and local vehicular traffic. Other major arterials in the station area include Eastern Avenue, which runs along the eastern edge of the Deanwood neighborhood, and Addison Road, which connects the Deanwood station area to inner portions of Prince George's County.

2.2.3 Traffic Conditions

Traffic volumes along Minnesota Avenue and adjoining neighborhood streets are relatively low, with no capacity deficiencies, based on field observations and traffic data collected from previous studies. DDOT 2009 traffic volume data reported that Minnesota Avenue in the vicinity of the station had a 2009 Average Annual Daily Traffic volume (AADT) of 5,400 vehicles. In contrast, the segment of Minnesota Avenue south of Nannie Helen Burroughs Avenue had an AADT of 17,800 vehicles, and Eastern Avenue had an AADT of 15,200 vehicles.

A few major arterials and intersections just outside of the immediate Deanwood station vicinity, such as Eastern Avenue and Kenilworth Avenue, experience higher traffic volumes and poor levels of service (LOS), sometimes adversely impacting station access. During the AM and PM peak periods, Eastern Avenue is congested in both directions. In 2003, the intersection of Eastern Avenue and Minnesota Avenue operated at LOS D (AM peak) and LOS C (PM peak) and was projected to deteriorate further by 2025 to LOS E (AM peak) and LOS D (PM peak) (*Minnesota Avenue Extension Environmental Assessment*, DDOT, June 2007).

During both peak periods, the majority of vehicular traffic to the station site is generated via eastbound right turns from Eastern Avenue to southbound Minnesota Avenue; although congestion is heavy, vehicles are minimally restricted from turning right onto southbound Minnesota Avenue without significant delays. Conversely, the majority of the vehicular traffic leaves the station site via northbound left turns from Minnesota Avenue to westbound

Eastern Avenue, and vehicles sometimes have difficulty entering the westbound traffic stream on Eastern Avenue during both peak periods.

2.3 Planning Context

2.3.1 Existing Zoning

Figure 2-2 shows generalized zoning categories of study area properties. The zoning designations are broadly consistent with the existing land uses.

The Deanwood Metrorail station site is currently zoned C-M-1 (Commercial-Light Manufacturing), which is an industrial district that allows for low bulk commercial and light manufacturing. The adjacent CSXT railroad tracks and properties along Kenilworth Avenue are also zoned C-M-1. The residential areas adjacent to the station and throughout most of the half-mile radius station area have single-family residential zoning, comprising District of Columbia R-5-A, R-2, R-1-B, and R-4 zones, which allow for single-family residential uses, schools, churches, and public recreation and community centers. The R-5-A and R-4 districts also allow low-density apartment buildings (no more than three stories).



Light Industrial property west of station, at end of Olive Street



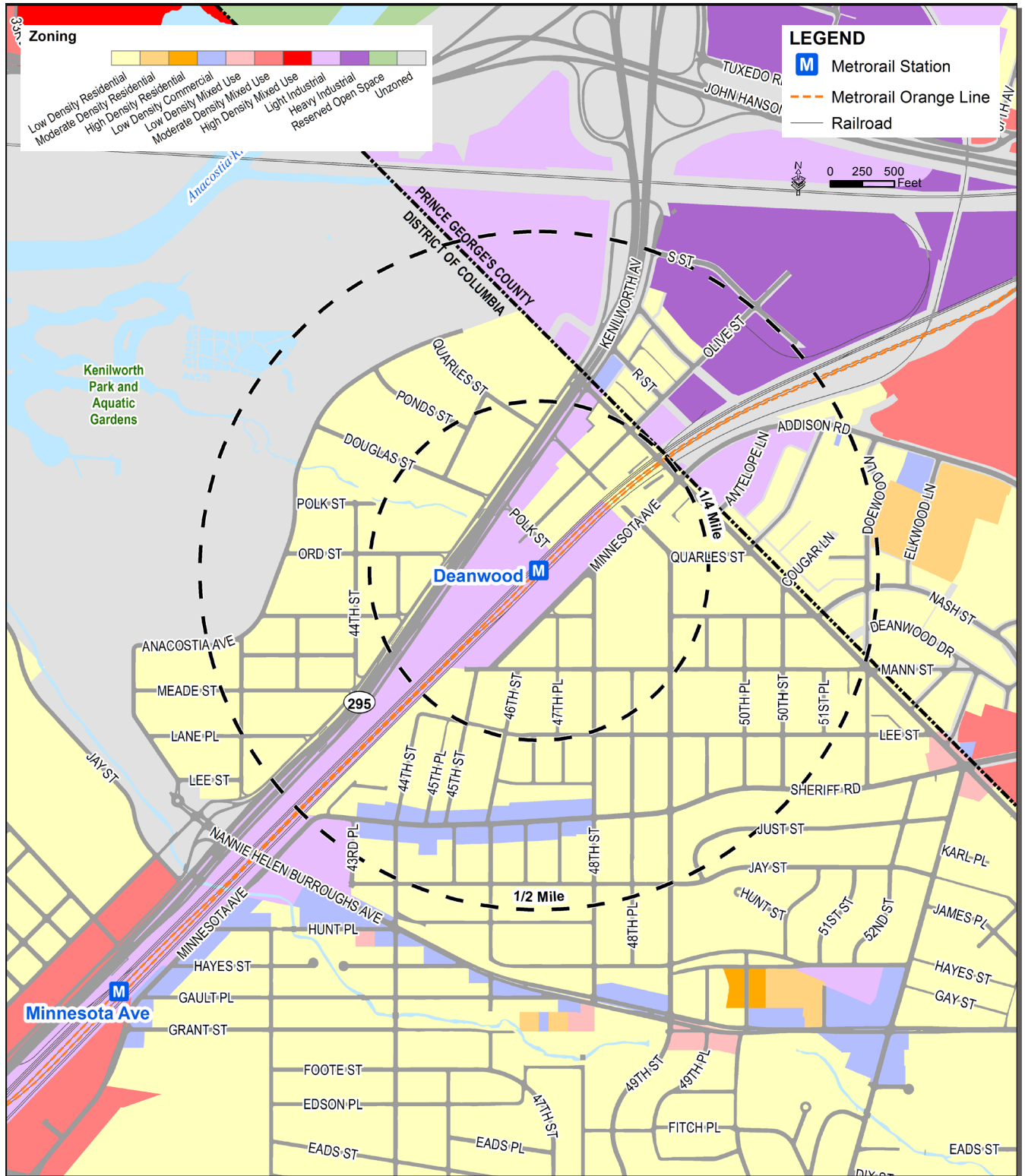
Minnesota Avenue northeast of station



Minnesota Avenue southwest of station

Within the Prince George's County portion of the study area, the zoning reflects the mix of existing land uses and includes I-1 (light industrial), I-2 (heavy industrial), C-S-C (commercial shopping center), R-55 (single-family detached residential), R-35 (single family semidetached and two-family detached residential) and R-T (townhouse).

Figure 2-2 Station Area Zoning



2.3.2

Deanwood Strategic Development Plan

The *Deanwood/Great Streets - Nannie Helen Burroughs Avenue NE & Minnesota Avenue NE Strategic Development Plan* was prepared by DCOP and approved in July 2008. The plan identified several “focus nodes”, one of which is the Deanwood Metrorail station area. Based on community input, the Strategic Development Plan recommended the following enhancements and implementation strategies for the Deanwood station area focus node:

- Attractive, pedestrian-friendly design and de-emphasis of auto-oriented uses and surface parking;
- Appropriate buffering between new development and adjacent residential areas;
- Expanded neighborhood-serving commercial uses;
- Community coordination with Metro to ensure consistency with current or future station requirements;
- New zoning required for consistency with comprehensive plan change from industrial to mixed use; and

- Redevelopment of vacant and abandoned properties to increase the number of households, which will support new retail and improve safety and walkability to the station.

Figure 2-3 shows a conceptual illustration from the DCOP Deanwood Strategic Development Plan of the station area recommendations. The Deanwood station site is shown with joint development on portions of the station Park & Ride lot and reconfigured bus and Kiss & Ride facilities. The new development consists of moderate-density multi-family housing and convenience retail (5,000 – 10,000 sq. ft. commercial space).

In the light industrial and warehouse area between the CSXT tracks and Kenilworth Avenue, southwest of Polk Street, the plan recommends redevelopment of the properties as new moderate- to medium-density mixed-use development, consistent with the *District of Columbia Industrial Areas Study* (DCOP, 2006).

Figure 2-3 Deanwood Strategic Development Plan (DCOP Conceptual Illustration)



Source: *Deanwood/Great Streets – Nannie Helen Burroughs Ave NE & Minnesota Ave NE Strategic Development Plan*, 2008

2.3.3

Related Planning Initiatives and Infrastructure Improvements

Several other planning initiatives and infrastructure studies have been recently completed or are underway that will potentially impact the station area and its surroundings. **Figure 2-4** illustrates these planning proposals and studies, which are summarized below.

Far Northeast Livability Study (DDOT, 2011)

The Far Northeast Livability Study assessed automobile, bicycle, and pedestrian systems along neighborhood travel corridors in the far northeast area of the District of Columbia, which includes the neighborhoods east of the Anacostia River and north of East Capitol Street. The study recommended several improvements along Minnesota Avenue at the

Figure 2-4 Recent and Ongoing Planning Initiatives and Infrastructure Projects



Deanwood Metrorail station (see **Figure 2-5**) as well as other pedestrian and bicycle accommodations and traffic calming measures elsewhere in the station area, including improvements along Quarles Street, 48th Street, Nash Street, Eastern Avenue, Sheriff Avenue, and Division Avenue.

Replacement of Kenilworth Avenue Bridges Study (DDOT, Ongoing)

DDOT is currently studying the replacement of the three pedestrian bridges across Kenilworth Avenue in the vicinity of the Deanwood, Kenilworth and Eastland Gardens neighborhoods (see **Figure 2-4**). The bridges require refurbishment and redesign to meet current Americans with Disabilities Act (ADA) guidelines. The pedestrian bridge at Polk Street and Douglas Street is an important access point to the Deanwood Metrorail station from northeast side of Kenilworth Avenue. DDOT proposes replacing the bridge in its current approximate location with a wider bridge and enhanced stair and ramp access. The preliminary designs for the new bridge include three options:

- Option 1** – improved grade-level crossings of the Kenilworth Avenue service roads;
- Option 2** – bridge span extends over both service roads, so that pedestrians would not have to cross at grade level; and
- Option 3** – bridge span extends over the western service road and has a grade crossing of the eastern service road to minimize property and utility conflicts on the eastern side.

All three options are in the approximate location as the current bridge, although as noted the stair and ADA ramp landing locations vary. A preferred alternative for the crossing design has not yet been selected. **Figure 2-6** shows a conceptual rendering of the Polk Street/Douglas Street replacement bridge, depicting the Option 3 bridge landings and enhanced design elements that are similar in all options. The two pedestrian bridges across Kenilworth Avenue further south at Nash Street and Lane Place are planned to be replaced with a single bridge. Implementation of the project is pending further engineering design by DDOT and addressing property and utility issues.

Kenilworth Courts Public Housing Redevelopment (DC Housing Authority, Ongoing)

The District of Columbia Housing Authority received a Choice Neighborhoods Planning Grant from the U.S. Department of Housing and Urban Development in early 2012 for its *Kenilworth Revitalization Study*. The ongoing study is assessing redevelopment of the complex, which is expected to increase its density by 140-238 dwelling units by 2015.

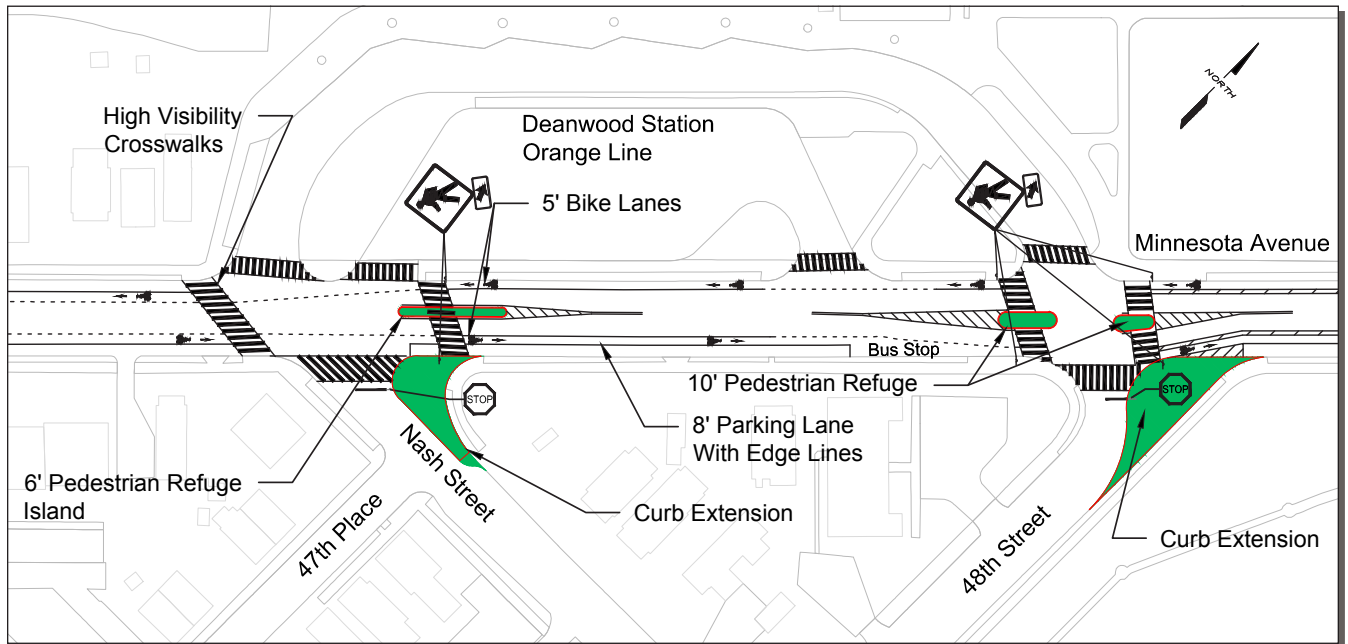
Minnesota Avenue Extension (DDOT, further study cancelled)

DDOT studied the potential extension of Minnesota Avenue between Sherriff Avenue and Meade Street, which would connect the segment at Deanwood Metrorail station with the longer road to the south. DDOT cancelled the project in 2008. The extension would have created greater connectivity of the road network in far northeast District of Columbia, potentially enabling restructuring of bus lines in the area, including extension of lines that terminate at the Minnesota Avenue Metrorail station north to Deanwood.

Kenilworth Avenue Corridor Study (DDOT, May 2007)

The study proposed several conceptual long-term improvements to pedestrian and vehicular circulation along the corridor, including several in the vicinity of Deanwood Metrorail station that would affect access from the northwest. The study proposed extending Nash Street across Kenilworth Avenue to connect with Olive Street southwest of Polk Street. The street connection would require redevelopment of the light industrial and warehouse properties within the wedge between the CSXT tracks and Kenilworth Avenue. In conjunction with this potential future redevelopment, the concept proposed converting the western side of Polk Street into a pedestrian greenway and promenade providing enhanced access between the Metrorail station entrance and a wider deck-type pedestrian bridge over Kenilworth Avenue and its service roads. DDOT does not have an implementation plan for these long-term concepts, which would depend on redevelopment of the privately owned properties.

Figure 2-5 Far Northeast Livability Study (DDOT) Proposed Improvements along Minnesota Avenue



Source: *Far Northeast Livability Study*, DDOT, 2011

Figure 2-6 Replacement of Kenilworth Avenue Pedestrian Bridge at Polk Street/Douglas Street (DDOT Conceptual Rendering)



Note: Conceptual rendering depicts one of three options currently under study. A preferred alternative has not been selected.

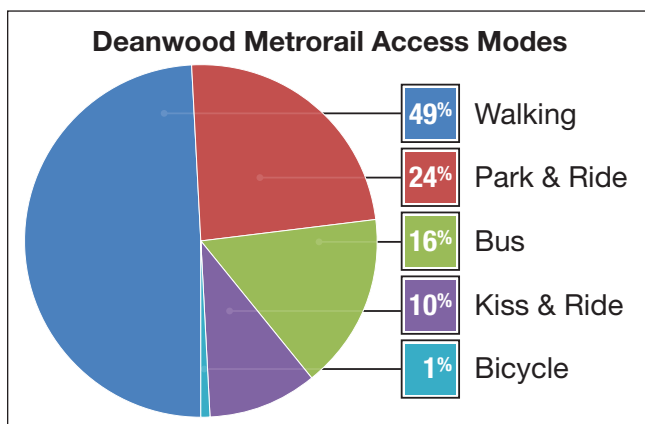
Source: *Replacement of Kenilworth Avenue Bridges Study*, DDOT, public meeting presentation, August 30, 2013

2.4 Station Facilities and Operations

2.4.1 Metrorail Facilities and Operations

Station Ridership

Deanwood station has light Metrorail ridership (1,829 average weekday boardings in May 2012) and was the third lowest ridership station in the system in fiscal year 2012 (WMATA fare gate data). The station area is primarily residential and Metrorail ridership patterns



Source: WMATA 2007 Metrorail Passenger Survey

are heavily oriented to commuters, with 74 percent of total entries occurring in the AM peak period (5:00 AM to 9:30 AM) and 69 percent of total exits occurring during the PM peak period (3:00 PM to 7:00 PM).

Approximately half of Metrorail passengers access the station by walking, 24 percent by Park & Ride, 16 percent by bus, 10 percent are dropped off by a

private vehicle (Kiss & Ride), and only 1 percent by bicycle (WMATA 2007 Metrorail Passenger Survey).

Access Facilities

At the Minnesota Avenue entrance, access between the street level and below grade mezzanine level is provided by two escalators (one ascending and one descending) and an elevator. At the Polk Street entrance, access to the station mezzanine is via an at-grade pedestrian tunnel.



Mezzanine Tunnel at Polk Street Entrance

Five fare gates provide access into the paid station area. A separate fare gate provides access to the elevator (located outside of the paid area, in front of the station manager kiosk) that serves the train platform. No queues were observed at station fare gates except for occasional queues at the elevator fare gate while a group of passengers exited the elevator.



Minnesota Avenue Entrance Elevator



Minnesota Avenue Entrance Escalators

Deanwood Metrorail station has an above-ground center platform with a canopy and standard passenger amenities such as shelters and seating. Replacement of the station platform surface, as part of Metro's ongoing Orange/Blue Line Renovation Project, began in summer 2012 and will be completed in mid-2013. Three escalators provide access from the station mezzanine to the platform. No queues were observed at station escalators.



Station platform reconstruction (Spring 2013)

2.4.2 Pedestrian and Bicycle Access

Pedestrian Routes and Accommodations

The primary pedestrian access routes for the Minnesota Avenue entrance are from the north along Minnesota Avenue and from the south along 48th Street. During both peak periods, the majority of the pedestrian crossings of Minnesota Avenue occur at the intersection of 48th Street and Minnesota Avenue, and mostly across the north side of the intersection which has no pedestrian crosswalk. For pedestrians accessing the station via the Polk Street entrance, the primary circulation is across the Kenilworth pedestrian bridge.

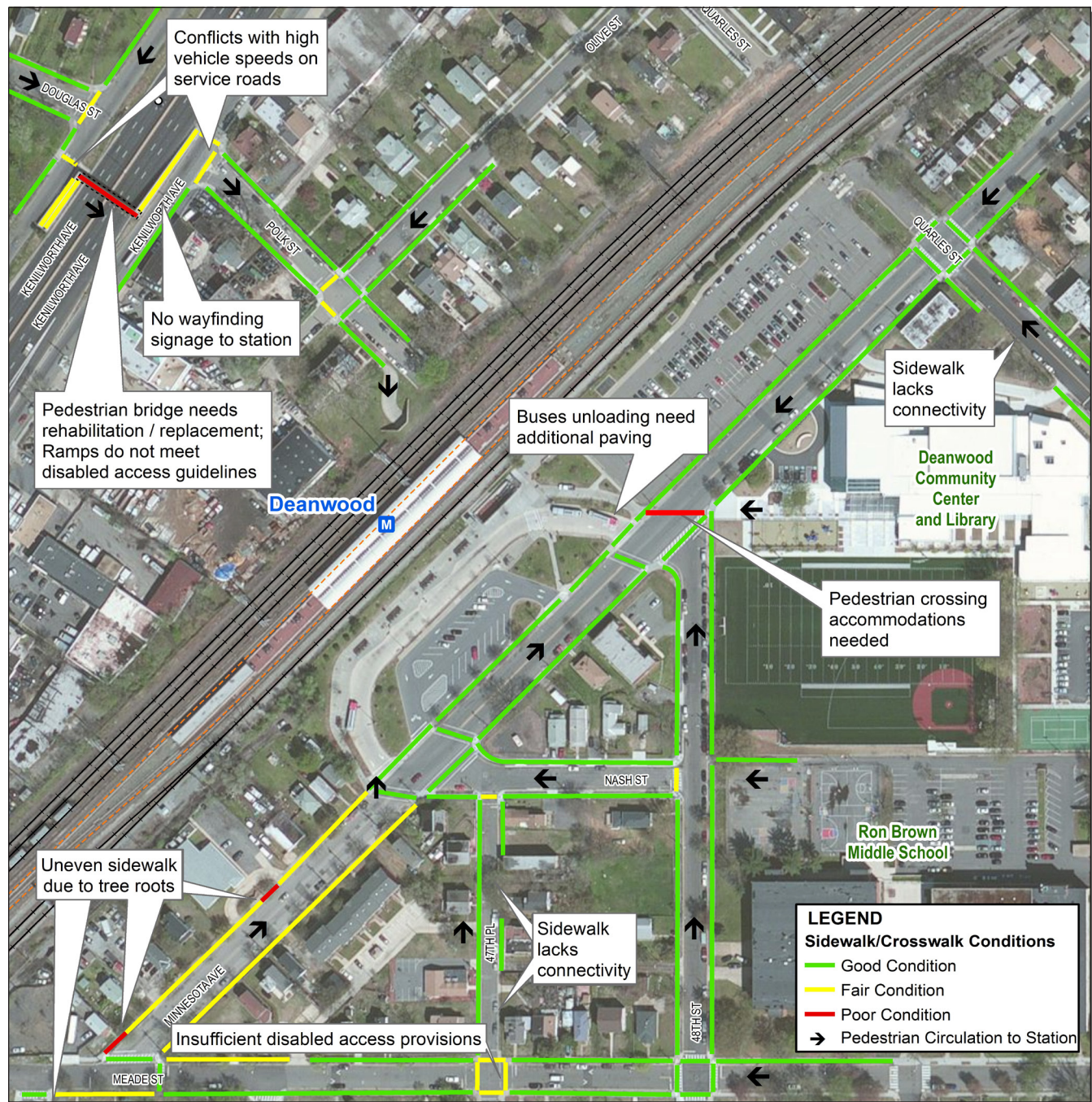
Many area residents use the underground station mezzanine tunnel as a pedestrian access route to neighborhood facilities and schools east of the CSXT and Metrorail tracks, such as the Deanwood Community Center and Library. The station mezzanine tunnel provides the only pedestrian access under the train tracks between Nannie Helen Burroughs Avenue and Eastern Avenue, a distance of over 3/4 mile. Metro allows 24-hour pedestrian access through the mezzanine tunnel due to its important neighborhood function.



Intersection of Minnesota Avenue & 48th Street, which lacks crosswalk on north side



Pedestrian crossing of Kenilworth Avenue service road at Polk Street

Figure 2-7 Pedestrian Circulation & Accommodations

Nearby streets in the vicinity of the station generally have sidewalks on both sides and crosswalks and wheelchair ramps at most intersections. However, there are several locations along pedestrian access routes to the station with deficient accommodations (see **Figure 2-7**).

Based on field observations, the most significant pedestrian accommodation deficiency occurs at the intersection of Minnesota Avenue and 48th Street, due to the lack of a direct crosswalk between the main station access pathway and the opposite side of Minnesota Avenue, on the north side of

the intersection. The entrance to the Deanwood Community Center and Library establishes a natural “desire line” to and from the station entrance, and most pedestrians cross at this location, but no convenient crossing of Minnesota Avenue is provided. As described in **Section 2.3**, the DDOT Far Northeast Livability Study has proposed new pedestrian accommodations at this location.

The other significant pedestrian accommodation deficiency is the existing crossing of Kenilworth Avenue and its service roads. As described in **Section 2.3**, DDOT is currently studying replacing the existing pedestrian bridge and improving the at-grade crossings of the service roads, which have conflicts with turning vehicles from side streets and speeding traffic.

Other deficiencies include gaps in the sidewalk network, such as along Quarles Street east of Minnesota Avenue and at a few other locations.

Bicycle Accommodations and Station Facilities

Bicycle use to access Deanwood station is low. Generally, no bicycles are observed parked at the station. The Minnesota Avenue entrance has six inverted “U” racks located near the escalators. The Polk Street entrance currently lacks bicycle parking. There are no bicycle lanes, signed routes, or Capital Bikeshare stations within the immediate vicinity of Deanwood Metrorail station, although several existing plans recommend bicycle accommodations. The

DDOT Far Northeast Livability Study has proposed adding bicycle lanes along Minnesota Avenue adjacent to Deanwood station (see **Section 2.3**), and the Prince George’s County Approved Countywide Master Plan of Transportation (2009) recommends designated bicycle lanes along Addison Road to Eastern Avenue, connecting to the DDOT-proposed lanes along Minnesota Avenue.

2.4.3 Bus Facilities and Operations

Facilities

Deanwood Metrorail station has six bus bays:

- Four bays are assigned to Metrobus routes;
- One bay is used by all routes for unloading passengers at the station entrance; and
- One bay is currently unassigned to any routes and is used for layovers.

The bus facility capacity accommodates current bus operations (see “Operations” below) and has spare capacity to accommodate expanded service at the station (see **Section 3.3**). All four bus bays assigned to routes are equipped with shelters, benches, schedule information, and emergency call buttons/flasher lights. An on-street stop is located on Minnesota Avenue at 48th Street, directly across from the station entrance, and there are stops further north on Minnesota Avenue at Quarles Street.



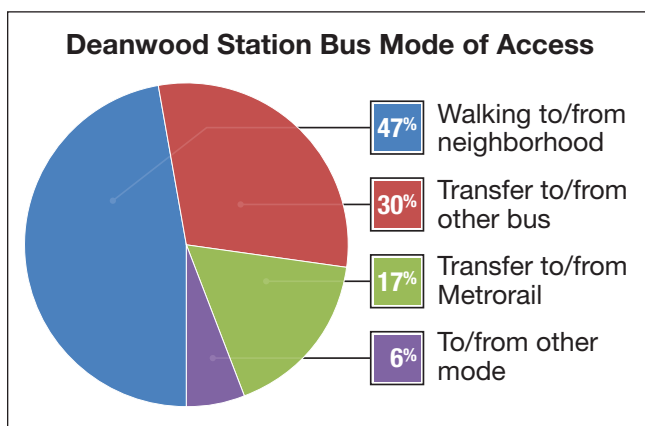
Bicycle racks at Minnesota Avenue entrance



Bus bays at Deanwood station

Operations

Seven Metrobus routes serve the Deanwood Metrorail station: Metrobus R11, R12, V7, V8, V14, V15 and W4 (see **Figure 2-8**). During the peak hour of service (7:15 AM – 8:15 AM) the station has 16 bus departures, including ten that take layover and one that enters revenue service at the station during this time. All Metrobus routes serving Deanwood Metrorail station use standard 40-foot buses. No bus routes by other providers, such as The Bus or DC Circulator, currently serve the station.



Source: WMATA Metrobus 2008 On-board Bus Survey

- *Metrobus Routes R11 and R12 (Kenilworth Avenue Line)* – connect Deanwood Metrorail station with Greenbelt Metrorail station via Eastern Avenue and the Kenilworth Avenue.
- *Metrobus Routes V7 and V8 (Minnesota Avenue-M Street Line)* – connect downtown Washington with neighborhoods in southeast and northeast District of Columbia.
- *Metrobus Routes V14 and V15 (District Heights-Seat Pleasant Line)* – serve areas of Prince George's County along Addison Road to the northeast and east of Deanwood station.
- *Metrobus Route W4 (Deanwood-Alabama Avenue Line)* – serves areas on the eastern edge of the Deanwood neighborhood along Eastern Avenue and connects to southeast District of Columbia. The route use to serve areas of Prince George's County

north of Deanwood station area; however, Metro discontinued service along this segment of the line in March 2013 to improve service along the more heavily used southern portion of the W4 route. The restructured bus route will terminate and layover at Deanwood station.

Bus-to-bus transfers are an important function at Deanwood station; more bus passengers transfer to/from other bus routes than transfer to/from Metrorail.

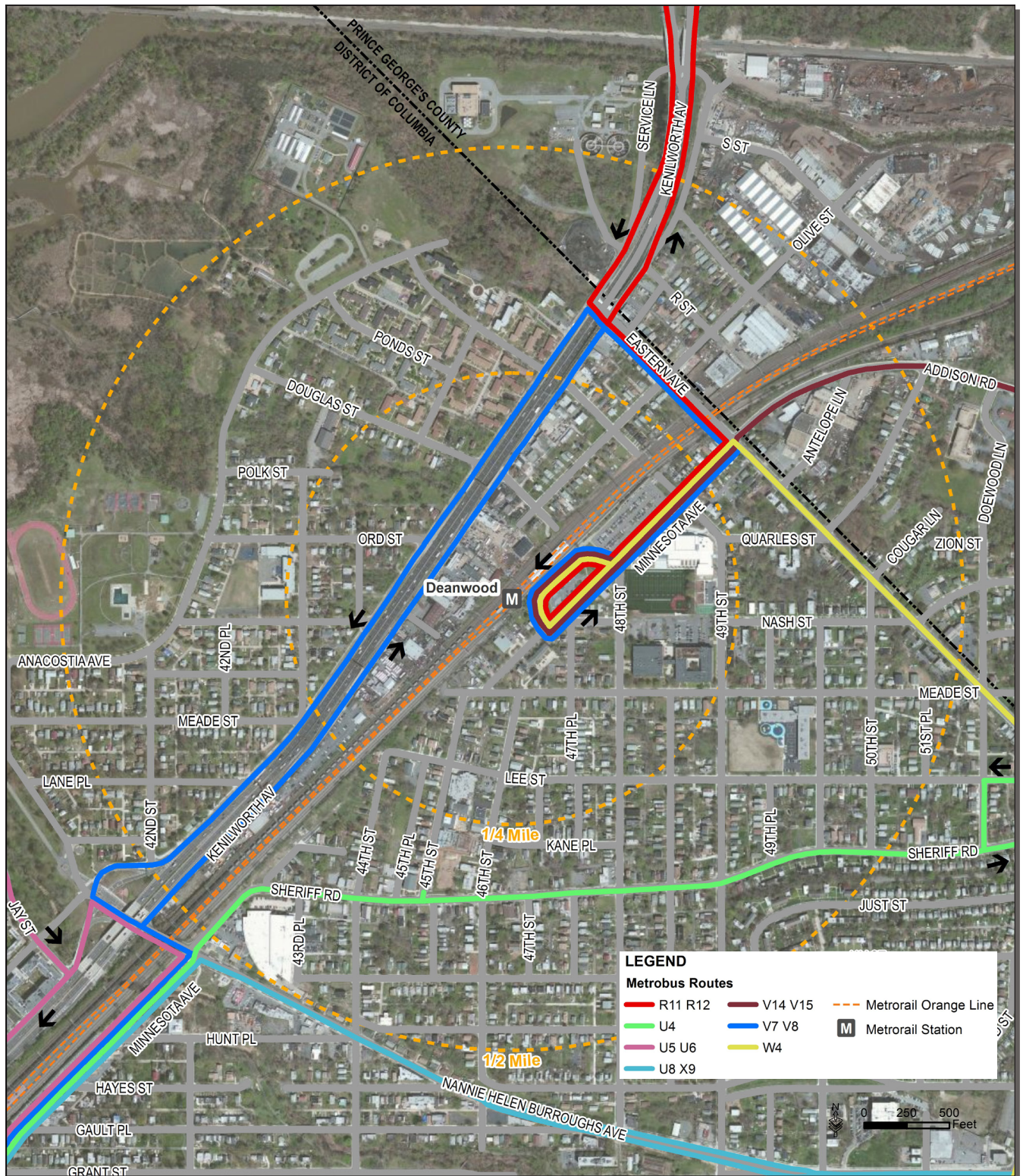
Buses layover at the unassigned last bus bay along the bus loop and also within the alighting-only bus stop in front of the station entrance after unloading passengers. Buses taking layover at the alighting-only bus stop sometimes block arriving buses from using the stop, causing them to unload passengers along the grassy area just inside the driveway entrance. Occasionally, a third bus arrives and must wait to unload its passengers until the bus taking layover departs. In addition, the bus layovers at the alighting-only stop limit sight lines to the pedestrian crossing of the bus driveway between the station entrance and the Kiss & Ride facility.

Buses starting their shifts and entering service at Deanwood use the southbound curb lane of Minnesota Avenue in front of the Park & Ride for staging.



Alighting-only bus stop

Figure 2-8 Deanwood Bus Routes



2.4.4

Park & Ride Facility and Operations

The Park & Ride facility is a surface parking lot with a single entry/exit on Quarles Street. It has a total of 194 parking spaces, of which a few spaces are restricted to permit-only users. A walkway along the lot's northwest side by the railroad tracks provides pedestrian access to/from the station entrance. Wheelchair access is provided at the southwest corner of the lot. Parking fees are collected for vehicles entering the lot weekdays between the hours of 5:00 AM and 2:00 PM. During 2011, the average daily vehicle entries during paid hours were approximately 120 vehicles, a utilization rate of roughly 60 percent of the number of spaces (WMATA SmarTrip parking data).

Within the Deanwood neighborhood south and east of the railroad tracks, on-street parking is restricted to two hours duration between 7:00 AM - 8:30 PM for vehicles without District of Columbia Zone 7 residential parking permits. Polk Street and Olive Street do not have parking restrictions. Community members have reported that a small number of station users park along neighborhood streets. However, overall use of on-street parking by Metrorail users does not appear to be a significant problem in terms of limiting on-street parking availability for residential and other neighborhood uses.



Existing Park & Ride facility

2.4.5

Kiss & Ride Facility and Operations

The Kiss & Ride facility is accessed from Minnesota Avenue adjacent to the bus bay area. The lot offers a total of 20 short-term parking spaces, of which one is designated handicapped parking. All spaces are unmetered, and users are allowed 15 minutes of driver-attended parking to pick-up passengers. The Kiss & Ride pick-up/drop-off area has a shelter for waiting passengers. The facility is infrequently used and has excess short-term parking capacity. Most vehicles drop off station users curb-side along southbound Minnesota Avenue and then make a u-turn to return northbound on Minnesota Avenue. Pick-up and drop-off activity is generally not observed at the Polk Street entrance.



Existing Kiss & Ride facility

2.4.6

Other Access Modes

Private Shuttles

There are no private shuttle services that use Deanwood Metrorail station.

Taxis

There is no taxi stand or dedicated taxi stand at Deanwood Metrorail station, and taxis infrequently serve the station. Taxis can use the Kiss & Ride facility for passenger pick-ups and drop-offs.

Carsharing

There are no carshare vehicles (Zipcar or other providers) with designated parking at Deanwood Metrorail station or in its vicinity.

2.4.7

Signage & Wayfinding

The station frontage along Minnesota Avenue has a single Metro pylon sign and smaller wayfinding signage for the Kiss & Ride and Park & Ride lots at the southwestern approach to the station, but there is no station signage along the northeastern approach along southbound Minnesota Avenue or along Eastern Avenue. The approach to the Polk Street station entrance from Kenilworth Avenue and adjacent streets lacks directional signage, and the entrance to the pedestrian tunnel lacks a Metro pylon sign. Neither station entrance has directional signage for the station bicycle parking.



Minnesota Avenue Entrance

In 2012 Deanwood Metrorail station had 43 Part 1 crimes (category includes theft, robbery, aggravated assault, sexual offenses, homicide, and motor vehicle theft) reported on the station property. In 2011 the station had 68 Part 1 crimes, the highest number of any station in the Metrorail system in that year (Metro Transit Police data); however, Deanwood typically has had much less crime than the high ridership stations that rank near the top (see **Figure 2-9**). In addition, crimes occur in the neighborhood, off Metro property but in the vicinity of the station, that affect station patrons and other pedestrians; many of these crimes may not be related to the Metro station but influence the community perception of insecurity at the station.

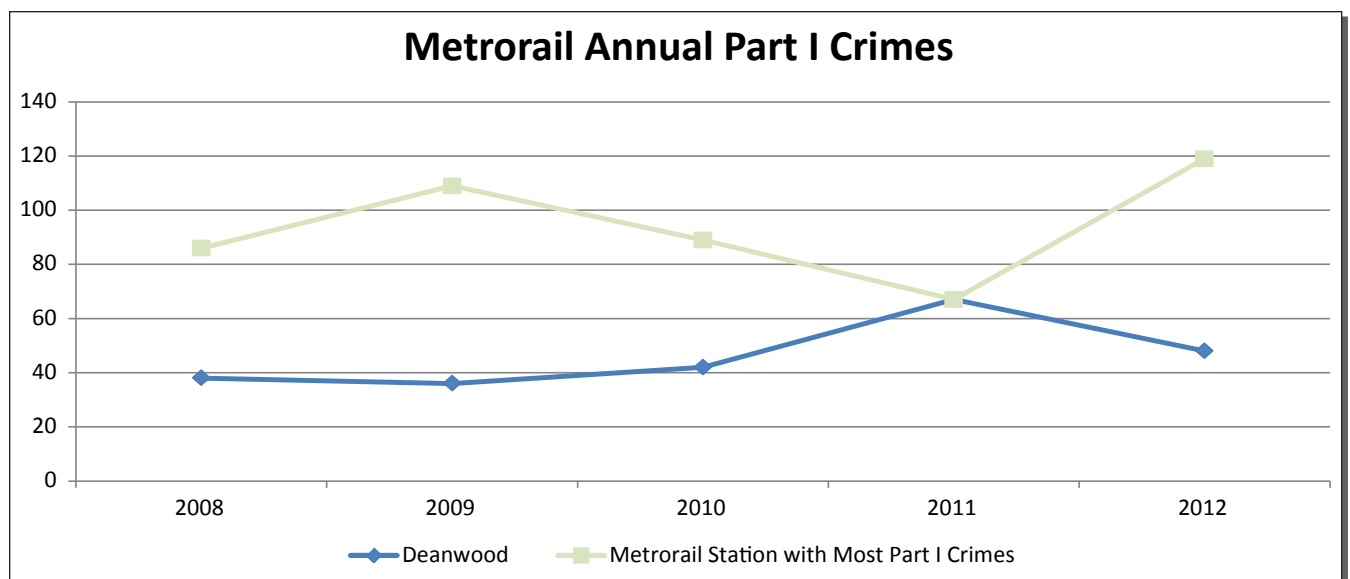
Although crime has declined at Deanwood station, and Metro Transit Police have increased patrols at the station, security in the area continues to be a concern among residents and station users. As described in **Section 2.5**, community members have expressed crime and personal security as their principal concerns at the station. The Deanwood Metro Station Access Improvement Study also engaged Metro Transit Police to help identify potential security issues and improvements at the station.

2.4.8

Station Safety and Security

Security for station patrons and pedestrians in the station vicinity has been a concern at Deanwood.

Figure 2-9 Annual Crime at Deanwood Metrorail Station (2008-2012)



Note: 2009 data is from Jan-Nov. 2009

Source: WMATA Annual Board Security Reports (2009-2013)

Station Security Provisions

Closed circuit television (CCTV) security cameras are placed at the primary access points to the station mezzanine, at the bus and Kiss & Ride facilities near the station entrance, within the mezzanine tunnel, and on the Metrorail platform. Emergency call boxes are located at each bus shelter and at the north and south ends of the Metrorail platform. The escalator bay has a fence enclosure with an overhead recoiling gate; however, the tunnel remains open 24 hours a day to allow its use as a neighborhood pedestrian route under the railroad tracks, so the gate is never used to restrict access.

Security Conditions

Existing security conditions for station users within the station site were assessed through Crime Prevention through Environmental Design (CPTED) general practices. While existing lighting and security camera coverage appear to provide a reasonable level of security for transit patrons and tunnel users, specific conditions were noted that could affect security, as well as the user's perception of security. These areas of concern are shown in **Figure 2-10** and include the following:

- **Lighting** – existing lighting levels in the tunnel are low, and the tunnel is perceived as particularly dark in comparison to outdoor daylight levels.



Temporary supplemental lighting tested at Deanwood station bus bay area (Spring 2013)

- **Sight Lines** – the configurations of both tunnel entrances create significant blind spots for approaching pedestrians. Certain site and architectural features could be exploited as hiding places. Existing security camera coverage is adequate at the tunnel entrances; however, the blind spots in and around the tunnel may intimidate some pedestrians.



Limited sight lines from mezzanine tunnel

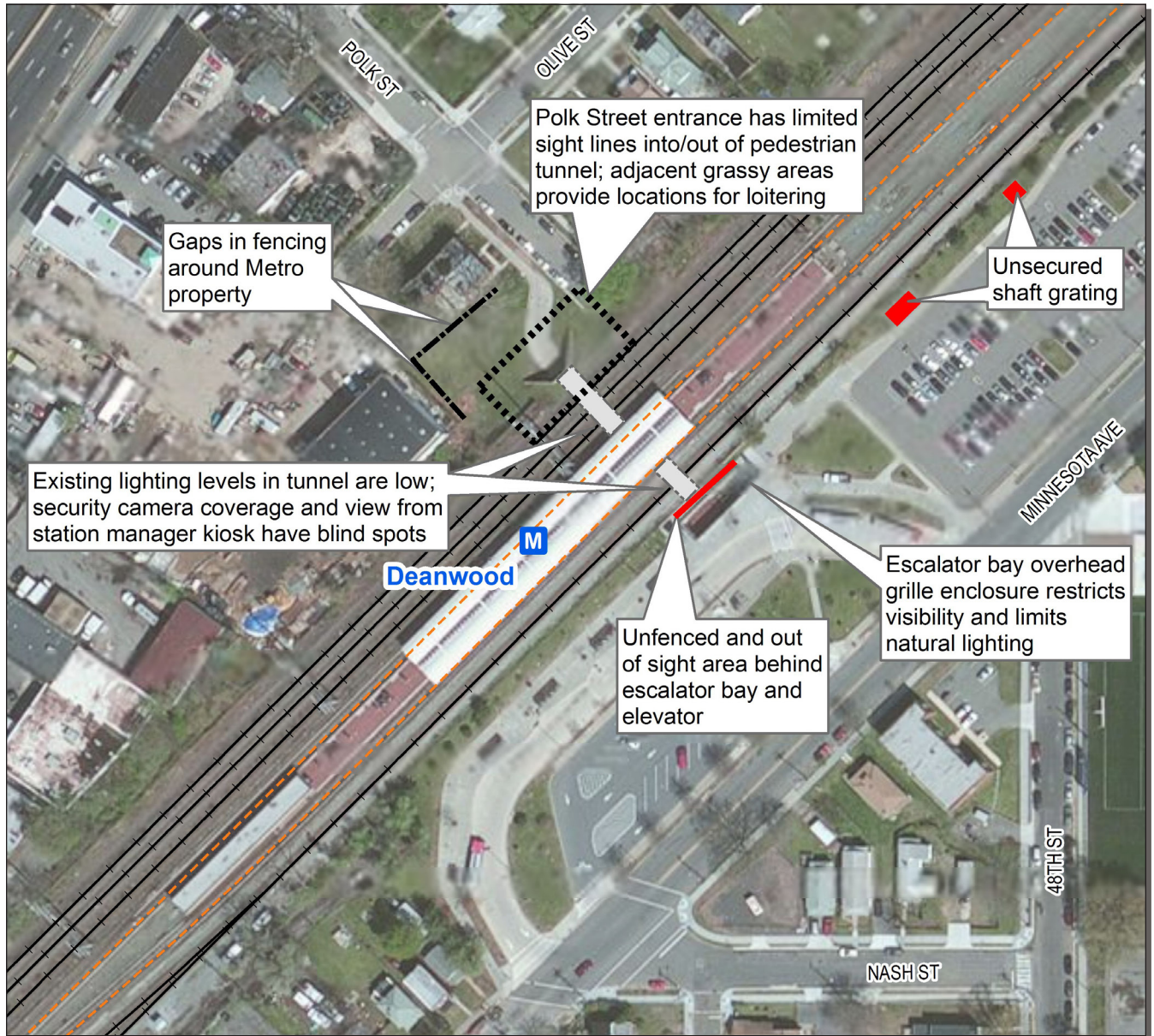
- **Security Cameras** – as noted above, camera coverage is adequate at the tunnel entrances. However, due to the station entrance configuration, the center of the tunnel cannot be seen from the station agent's kiosk because the platform elevator blocks the view, and there does not appear to be security camera coverage in this area.

Security conditions off the station site were not evaluated as part of the study; however, during stakeholder involvement activities many community members reported security concerns along pedestrian routes to the station, including in adequate lighting at night.

2.5 Community Feedback

The Deanwood Metro Station Access Improvement Study incorporated various community engagement efforts throughout the course of the study. The stakeholder and public involvement activities were a

Figure 2-10 Station Safety and Security Areas of Concern



key component in assessing existing conditions at the station and for its access modes. In addition to neighborhood residents and station users, specific stakeholders engaged by the study included District of Columbia ANCs 7C and 7D, the Deanwood Civic Association, DCOP and DDOT ward planners, and other neighborhood and civic groups. A timeline of stakeholder and public participation activities efforts is as follows:

December 2011-January 2012 – Initial discussions by Metro with community leaders

- February 2012 – Community questionnaire and walk-about of station and vicinity
- April 2012 – First community open house
- June 2012 – Study update at Deanwood Civic Association meeting
- February 2013 – Second community open house

Community Walk-About

A community walk-about of the Deanwood Metrorail station and its vicinity took place on the morning of February 17, 2012. Metro staff, consultant team members, and representatives from DDOT and DCOP participated in the briefing and walk-about.

Community Open House Meetings



Open house meeting and presentation at the Deanwood Community Center

Community open house meetings and study updates included open house sessions in which residents and station users could view informational display boards and speak with Metro staff, Metro Transit Police and District of Columbia agency representatives. The meetings included a presentation with a question-and-answer session. Participant comments and questions were recorded by meeting staff during the open house and presentation, and afterward via comment sheets and email.



Open house informational displays and discussions with community members

- *First Community Meeting, April 2012* – provided an opportunity for the public to identify problems at the station, suggest potential improvement ideas that would enhance access to/from the station, and discuss preferences regarding potential joint development.
- *Second Community Meeting, February 2013* – reviewed the study process and findings, presented draft improvement recommendations and a draft joint development concept for the station site, and gathered feedback on the draft proposals.

What We Heard at the Community Meetings

Community members expressed the following issues regarding Deanwood Metrorail station and its vicinity at the open house meetings and during other engagement efforts:

- *Safety and security* – the top issue, including general crime and perception of insecurity, as well as specific locations of concern, station loitering, and potential improvement ideas, such as enhancing station and vicinity lighting and patrols by Metro Transit Police officers, particularly on the Polk Street side of the station;
- *Traffic and roadway conditions* – lack of a pedestrian crossing between the Community Center and station, and speeding and vehicle drop-offs along Minnesota Avenue;
- *Bicycle facility improvements* – providing more secure bicycle parking facilities and potentially extending Capital Bikeshare to Deanwood with a facility by the Metro;
- *General Station Facility Improvements* – making the station more inviting to the public, particularly the Polk Street entrance, with new and aesthetically pleasing features, adding a public space at the station entrance plaza, adding an escalator canopy, and replacing existing bus shelters with more appealing shelters; and
- *Joint development opportunities* – providing retail uses to serve the neighborhood as well as mixed-use development that would provide “eyes on the street” and tie into the scale of the existing community.



Future Station Operations, Demand and Facility Needs

Deanwood Metro Station
Access Improvement Study

Section 3

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3.0 FUTURE STATION OPERATIONS, DEMAND AND FACILITY NEEDS

3.1 Projected Metrorail Demand and Facility Needs

Metrorail ridership at Deanwood is projected to grow in coming decades but continue to be relatively low even if planned redevelopment occurs in the station area. No expansion of station passenger facilities is needed.

3.1.1 Metrorail Ridership Projections

Future Metrorail boardings at Deanwood were projected using the WMATA Regional Transit System Plan (RTSP) travel demand model and Metropolitan Washington Council of Governments (MWCOC) Round 7.2A cooperative land use forecast. To project a high-end estimate of Metrorail boardings at Deanwood, trip generation was estimated for redevelopment recommended in recent small area plans but not included in the Round 7.2A forecast.

Table 3-1 2030 Projected Deanwood Metrorail Boardings

2010 Station Ridership	
2010 Average weekday boardings ¹	1,875
2030 Ridership Baseline – MWCOC Round 7.2A Population	
2030 Projected total average weekday boardings ²	2,175
2010 – 2030 Percent weekday ridership growth	16.0%
2030 Ridership based on Additional Redevelopment	
2030 Projected total average weekday boardings ³	2,778
2010 – 2030 Percent weekday ridership growth	48.2%

¹ WMATA 2010 fare gate data.

² WMATA RTSP travel demand model.

³ WMATA RTSP travel demand model with additional household trip generation in station vicinity (Transportation Analysis Zones 270 and 712) based on planned residential redevelopment sites.

This additional redevelopment included sites in the DCOP Deanwood Strategic Development Plan and the Prince George's County Preliminary Subregion 4 Master Plan (2009).

Table 3-1 lists existing ridership and projected 2030 station ridership under the two land use scenarios. If full build out of all identified redevelopment sites occurs by 2030, in addition to the background growth assumed in the 7.2A forecasts, Deanwood station would experience a significant percentage growth in Metrorail ridership from 2010 – 2030 (almost 50 percent). However, the absolute projected ridership would still be under 3,000 weekday boardings, and the station would remain among the lowest in the system in number of boardings.

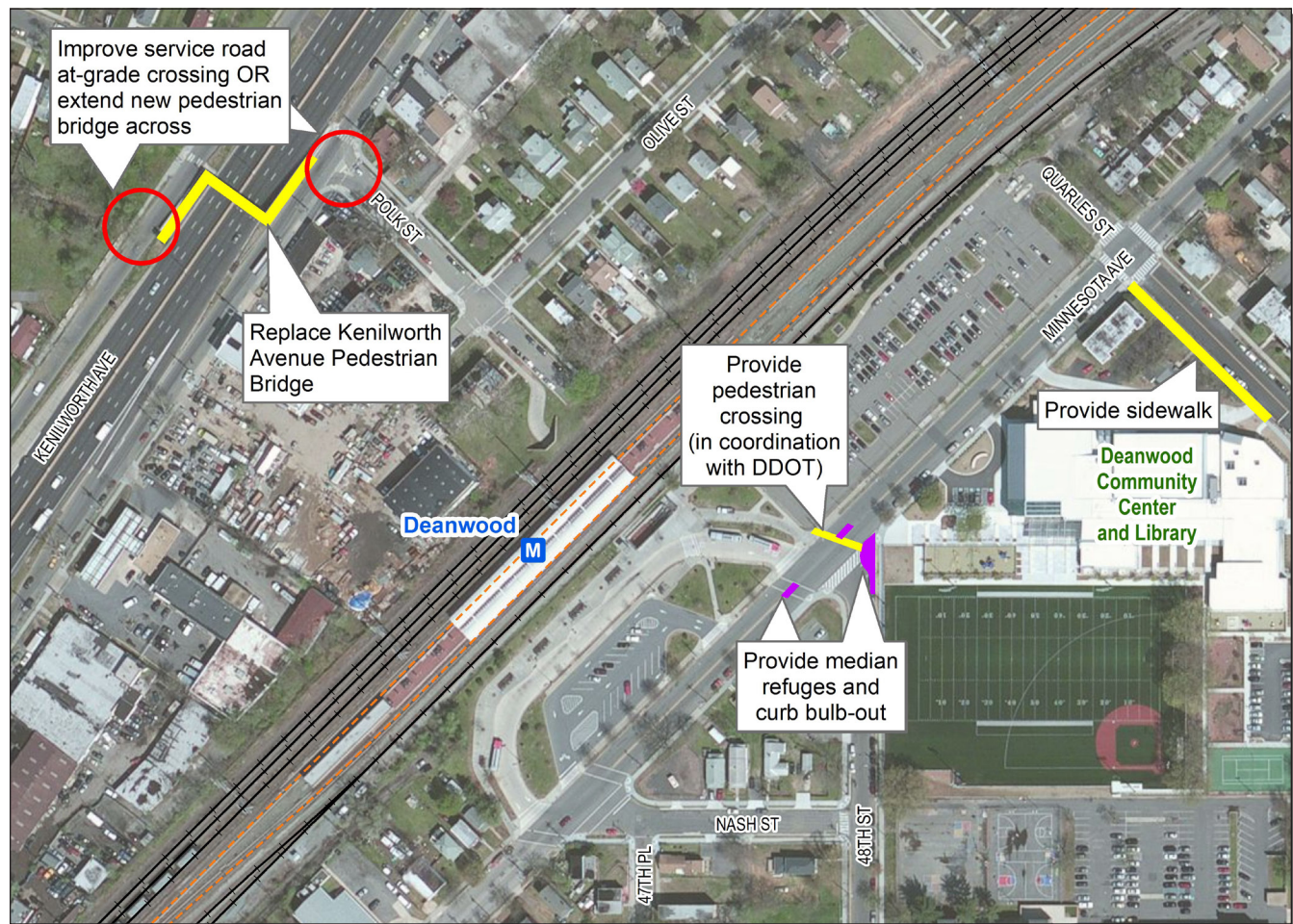
3.1.2 Metrorail Facility Needs

Even under a relatively high ridership growth scenario, Deanwood station would not require capacity improvements to Metrorail station facilities for vertical circulation, fare gates, platforms or other passenger circulation areas.

3.2 Pedestrian and Bicycle Access

3.2.1 Pedestrian Access

Current deficiencies in on-site pedestrian circulation areas and off-site pedestrian accommodations along important access routes should be addressed in the short-term, especially with additional station users anticipated in the long-term (see **Figure 3-1** on the following page). The pedestrian circulation area for alighting bus passengers needs to be lengthened and widened to accommodate unloading from two buses at the same time. Pedestrian crossings of Minnesota Avenue should be enhanced, in particular adding a crosswalk and other accommodations such as a median refuge for the crossing between the station and the Community Center, as identified by DDOT in the Far Northeast Livability Study. Other gaps in the neighborhood network of sidewalks and intersection crosswalks should be addressed.

Figure 3-1 Priority Improvements to Station Area Pedestrian Network

In the long term, replacement of the pedestrian bridge across Kenilworth Avenue, including improvement of the service road crossings, is needed. Potential joint development or redevelopment of adjacent properties may change pedestrian access routes or present opportunities for improving neighborhood streetscapes to provide more comfortable and attractive access routes through wider sidewalks, street trees, and planting strips that buffer sidewalks from high-speed or high-volume roadways.

3.2.2

Bicycle Access and Facilities

Additional bicycle facilities are needed at Deanwood Metrorail station to accommodate Metro's bicycle access mode share goal of two percent of station

boardings. Currently there is parking for up to 12 bicycles, consisting of six uncovered racks outside the Minnesota Avenue entrance, which is able to accommodate the current low usage. By 2030, station ridership is projected to increase to 2,175 weekday boardings, so a two percent bicycle mode share goal would require parking to accommodate 44 bicycles.

As additional bicycle parking is added at Deanwood Metrorail station, some of the parking needs to be under a weather-protected shelter, and a portion of the parking needs to be provided as lockers, consistent with the WMATA *Station Site and Access Planning Manual* (2008). Secure bicycle parking could potentially be provided in the station mezzanine, serving the Polk Street entrance, which currently does

not have bicycle parking, as well as the Minnesota Avenue entrance via the elevator. Although current demand for bicycle parking is very low at Deanwood station, the addition of more secure bicycle parking could increase demand.

If future expansion plans for Capital Bikeshare stations include Deanwood, potential locations of bicycle sharing stations could be explored at the station, by the Community Center, or on other public right-of-way or District of Columbia parcels in the immediate vicinity.

3.3 Projected Bus Operations and Facility Needs

3.3.1 Bus Demand Projections

To estimate future bus operations and facility needs, an analysis was conducted of Metrobus lines currently serving Deanwood Metrorail station, future expansion plans and ridership growth, and potential extensions of other lines to the station in the future. Average ridership growth was calculated assuming a rate of 2 percent growth per year on each Metrobus route, which corresponds to the high-end 2010 - 2030 projected Metrorail ridership growth (assuming additional redevelopment in the station service area) of approximately 48 percent over the twenty-year period. The number of additional buses that would serve Deanwood Metrorail station during the peak hour of service in the year 2030 was estimated by determining the current maximum load on each bus route (by direction of service), projecting the ridership increase, and determining the bus frequency needed to provide sufficient capacity.

Recent restructuring of the Metrobus Route W4, with all service now terminating at Deanwood, was incorporated in the analysis. No other restructuring of existing bus routes that serve Deanwood station

is planned by Metro, and bus service at the station will continue to use only standard length buses. In addition, no new routes to the station are planned by Metro or other providers.

Currently, 16 buses use Deanwood Metrorail station during the peak hour of service, an estimated three additional buses would be needed on lines serving the station to handle growth in ridership by 2030, resulting in an estimated total of 19 buses serving the station during the peak hour in the year 2030.



Deanwood station currently has a capacity of six standard-size bus bays

3.3.2 Bus Facility Needs

Table 3-2 on the following page lists existing bus facilities and future bus facility needs.

Based on the analysis, the existing facility capacity of six standard-size bus bays would be able to accommodate future facility needs. If station bus operations were restructured so that layovers occur in separate layover spaces in the bus facility or elsewhere at the station site, then additional layover areas would need to be included in future station facility plans.

Table 3-2 2030 Projected Deanwood Bus Facility Needs

Existing Bus Operations & Facilities	
Total Bus Bays	6 standard-size bays Includes: 4 active bays, 1 bay used for alighting only, and 1 unassigned bay used for layovers
Bus Layover Areas	1 dedicated area (unassigned bus bay) Layovers also taken in Alighting-only bay
2030 Bus Operations & Facilities – Layovers occur in Bus Bays	
Total Bus Bays Required	6 standard-size bays
Total Bus Layover Spaces Required	0
2030 Bus Operations & Facilities – Layovers occur in Separate Layover Spaces	
Total Bus Bays Required	3 standard-size bays
Total Bus Layover Spaces Required	5

3.3.3 Potential Alternate Bus Facility Sites

As part of this study, Metro is evaluating the potential feasibility of joint development on portions of the station site. Due to the high numbers of bus-to-bus and bus-to-rail transfers at Deanwood, bus facilities need to be retained in close proximity to the station. Relocating the bus bays to on-street bus stops adjacent to the station or to another property next to the station site could free up land for joint development uses; however, based on the considerations described below, relocation of bus operations would not be feasible in the foreseeable future.

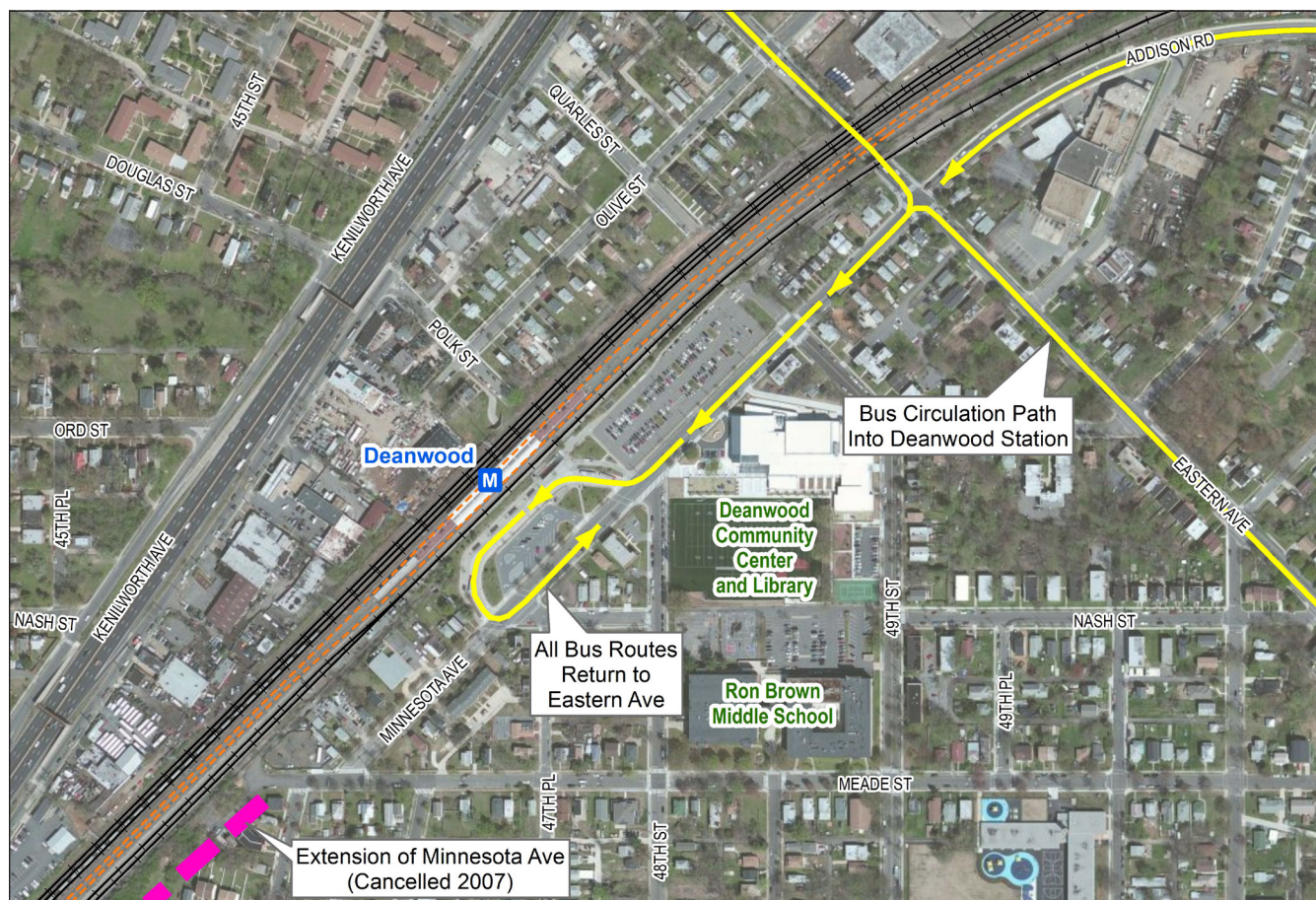
Feasibility of On-Street Bus Stops on Minnesota Avenue

Current bus operations along Minnesota Avenue require an off-street turn-around so that buses can return to Eastern Avenue (see **Figure 3-2**). Using neighborhood streets off of Minnesota Avenue as a return bus route to Eastern Avenue would be disruptive to the low-density residential character of the Deanwood neighborhood. Thus, an off-street bus facility is required in future station designs to accommodate current bus routes at the station.

In the past DDOT has considered the extension of Minnesota Avenue to connect to the segment south of Sherriff Road, which could potentially enable bus routes in the area to be restructured, such that buses could access Deanwood station from the south, eliminating the need for some routes to turn around. This restructuring could make on-street stops feasible; however, as the Minnesota Avenue Extension project was cancelled, Deanwood Metrorail station needs to retain an off-street bus facility.

3.4 Projected Park & Ride Demand and Facility Needs

To estimate future parking needs at Deanwood Metrorail station, the projected Metrorail ridership growth rate at the station was applied to recent Park & Ride usage (see **Table 3-3** on the following page). Projected 2030 parking facility demand and resulting capacity need is approximately 155 spaces. Even if a high-end scenario of redevelopment in the station area (above the growth in the MWCOC Round 7.2A land use forecast), is assumed, the future capacity need would still be approximately within the existing facility size. If future redevelopment is concentrated within the station vicinity, such as that envisioned in the DCOP Deanwood Strategic Development Plan, rather than in more distant areas beyond the ½-mile walking radius of the station, additional trips to the station would generally be expected to be accommodated by walking rather than Park & Ride.

Figure 3-2 Current Deanwood Metro Station Bus Access

Table 3-3 2030 Projected Deanwood Park & Ride Demand and Capacity Need

2011 Parking Utilization	
Existing Facility Capacity - Total Number of Spaces	194
Existing Average Utilization (% of total spaces)	62.1% ¹
Existing Average Utilization (number of spaces)	120
2030 Parking Utilization based on MWCOG Round 7.2A Population	
2010 - 2030 Station Metrorail Ridership Growth	16.0%
Future Projected Average Utilization ² (number of spaces)	140
Future Capacity Need ³	155
2030 Parking Utilization based on Additional Redevelopment	
2010 - 2030 Station Metrorail Ridership Growth	48.2%
Future Projected Average Utilization ² (number of spaces)	178
Future Capacity Need ³	198

¹ Based on Jan. – Oct. 2011 average weekday Park & Ride paid entries 5:00 AM to 2:00 PM, most recent data available.

² Assumes that station Park & Ride demand grows proportionately to Metrorail boardings.

³ Future capacity need assumes that facility utilization is 90 percent of capacity, which provides spare parking spaces to allow patrons to find spaces during periods of peak usage.

3.5

Other Access Modes

3.5.1

Kiss & Ride

Based on field observations, the current Kiss & Ride facility is underutilized, both with regard to use of the short-term parking spaces and the drop-off/pick-up lane, and has sufficient capacity to handle projected ridership growth at the station. Few of the 20 parking spaces were observed to be occupied during weekday peak periods, and most passenger drop-offs occurred along Minnesota Avenue. If additional space for other access modes or joint development is needed, the Kiss & Ride facility could be reduced in size by reducing the number of parking spaces at the current site.

The Polk Street entrance does not serve any significant passenger pick-up or drop-off activity, based on field observations. No future Kiss & Ride accommodations are needed at this entrance.

3.5.2

Private Shuttles

There are no planned developments in the station service area that include the types of uses (for example, large institutional employers or service providers) that may provide regular shuttle services to nearby Metrorail stations.

3.5.3

Taxis

Taxis were not observed at Deanwood Metrorail station during field visits. A dedicated taxi facility is not needed at the station, and the anticipated continued low levels of taxi activity could be accommodated in the Kiss & Ride facility.

3.5.4

Carsharing

Currently, no dedicated carsharing spaces are provided at Deanwood Metrorail station or in the Deanwood neighborhood. However, to allow for potential future expansion of carsharing services into the Deanwood neighborhood, at least two Kiss & Ride, Park & Ride, or on-street parking spaces should be identified for future conversion as needed.

Proposed Station Improvements

Deanwood Metro Station
Access Improvement Study

Section 4

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4.0

PROPOSED STATION IMPROVEMENTS

Based on the review of existing conditions and projected future operations and facility demand at Deanwood Metrorail station, the study identified the following improvement recommendations for station access and facilities:

- *Short-Term Recommendations* – address safety and security issues and other current needs that do not require significant capital improvements; and
- *Long-Term Recommendations* – increase the level of station amenities and involve capital improvements that may require programming of Metro capital funding, funding for pedestrian and bicycle improvements, or substantial planning and design work.

4.1

Short-Term Improvement Recommendations

Figure 4-1 on the following pages shows short-term station needs and recommended improvements for the station, which are described below.

Pedestrian Connections to the Station

- Coordinate with DDOT to provide a pedestrian crossing accommodation of Minnesota Avenue along the principal “desire line” between the Deanwood Community Center and the station, as recommended by DDOT’s Far Northeast Livability Study; and
- Introduce wayfinding signage along the approach to the station from Kenilworth Avenue.

Polk Street Entrance

- Add a station entrance sign above the Polk Street tunnel entrance;
- Patch gaps in the fencing separating adjacent properties from Metro’s property at the Polk Street entrance to limit improper access to/from the station property; and
- Plant dense, low shrubs behind the retaining wall to discourage hiding places in existing blind spots.

Minnesota Avenue Entrance

- Widen and lengthen the paved pedestrian circulation area at the alighting-only stop by removing portions of the existing fence and strip separating the

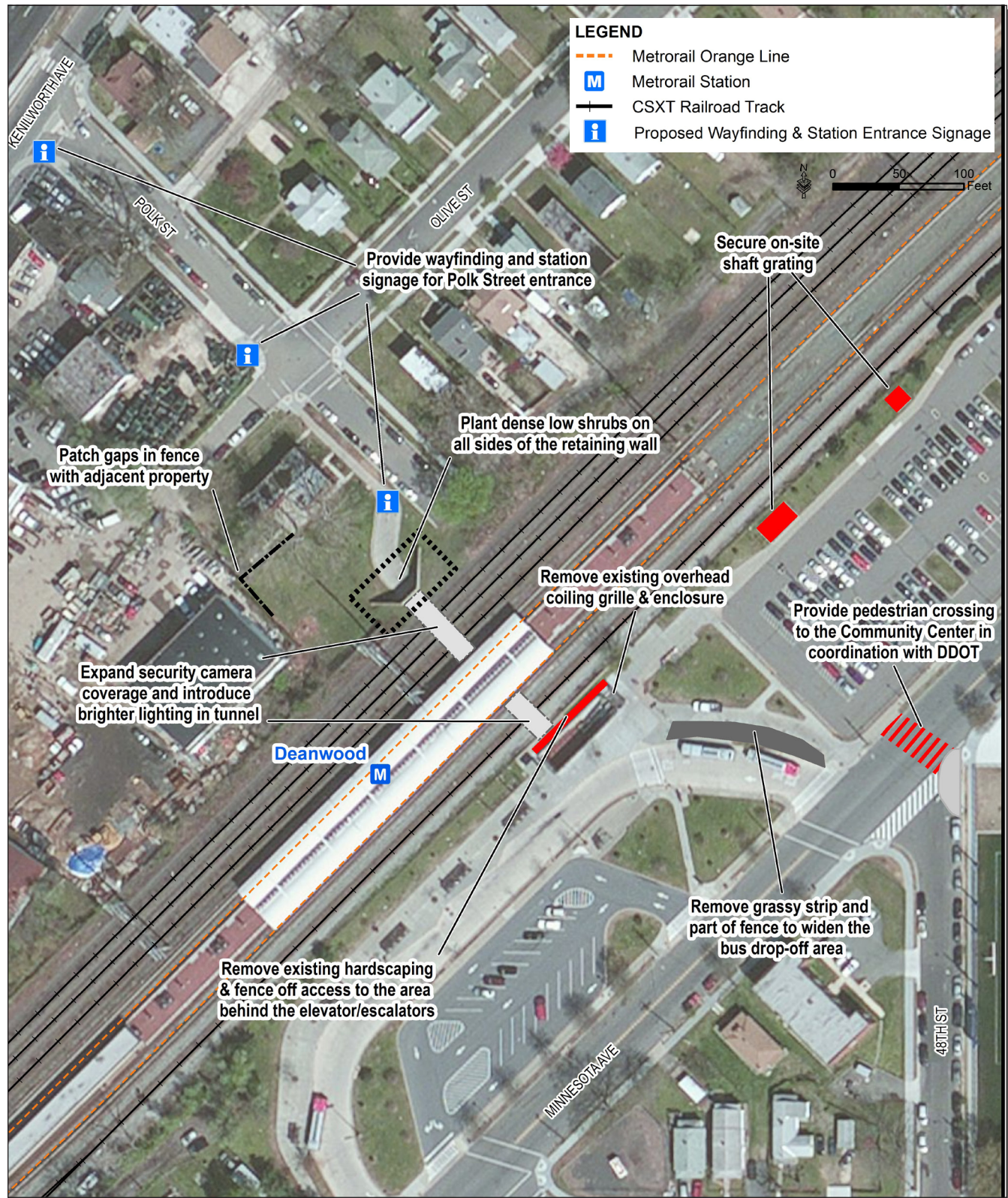
area from the main entrance walkway. Currently the alighting area is too small to accommodate passengers alighting from two buses unloading simultaneously, as evidenced by the worn grass;

- Remove the overhead coiling grille and enclosure from the escalator bay of the Minnesota Avenue entrance. The bulky enclosure limits visibility and restricts natural lighting at the escalator bay. The gate to the escalators is not needed, because the tunnel is allowed to remain open after station operating hours to permit neighborhood pedestrian access under the CSXT and Metrorail tracks;
- Remove existing hardscaping and fence off access to the area behind the elevator and escalators. This area is not used for pedestrian circulation and provides a blind spot for crime to take place;

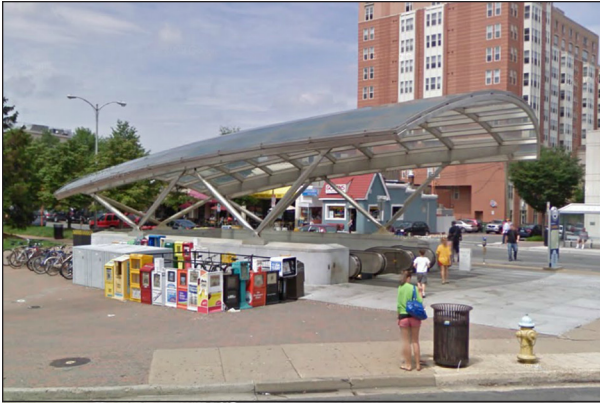


Remove portion of existing fence and landscaping to widen the bus drop-off area

Figure 4-1 Short-Term Improvement Recommendations



DCOP Deanwood Strategic Development Plan. In addition to providing shelter for station users and facilities, a canopy can serve as an architectural landmark for the station. The canopy would provide a clear entry point for users from Minnesota Avenue. A larger canopy could be designed so that the station would have a prominent element visible also from the Kenilworth Avenue approach on the Polk Street side.



Example of a Metrorail escalator canopy

Redesign of Polk Street Entrance Walkways

In addition to the security measures recommended at the Polk Street entrance in the short term, pedestrian access and landscape improvements are also recommended as long-term enhancements. The current concrete pathway from Polk Street to the tunnel entrance does not appear to meet ADA guidelines. The entrance also lacks landscape features such as plantings or hardscape elements that could improve both the attractiveness and security of the station entrance. Creating better sight lines and adding features, such as low plantings, that



Current Polk Street entrance

discourage use of the vacant grassy area for loitering and other activities by non-station users would improve the real and perceived sense of security of users of the Polk Street entrance. A Deanwood station pylon sign at the entrance is also recommended to create a sense of arrival and station identity and assist passenger wayfinding.

Redesign of Minnesota Avenue Entrance Plaza

In addition to the short-term improvements to pedestrian safety at the entrance, redesign of the entrance plaza as a long-term enhancement can improve pedestrian circulation and the attractiveness of Deanwood station at its principal gateway to the community at Minnesota Avenue. The pedestrian circulation area at the crossing in front of the Deanwood Community Center is constrained by the corner of the Park & Ride lot. Taking a corner of the lot and redesigning the vehicular circulation would only require the loss of approximately three parking spaces but would allow for the creation of an entrance plaza and comfortable crossing and circulation around the sharp fenced corner of the Park & Ride facility. While redesigning the corner of the parking lot, the existing chain link fencing at this location of the parking lot could be replaced with attractive fencing and a landscaped buffer.



Current Minnesota Avenue entrance plaza

Moving the Deanwood station pylon sign from the walkway near the Kiss & Ride entrance to the main entrance plaza across from the Community Center would also help provide a prominent arrival point and station identity.

Bicycle Parking in Station Mezzanine

Additional bicycle parking is needed to serve the Polk Street entrance, which currently does not have any bicycle racks. Secure bicycle parking facilities are needed at the station in general. The station mezzanine has space to accommodate bicycle racks in the tunnel area facing the station fare gates and station manager's kiosk. This location would be visible by Metro station employees throughout the day and would provide a secure parking location for users of both entrances (accessible by elevator from the Minnesota Avenue entrance and at grade level from the Polk Street entrance).

Off-Site Improvements

Improvements are needed to address deficiencies in major pedestrian access routes to the station. These improvements are identified for long-term implementation, because they would be more capital-intensive, subject to ongoing study and design, or are not an urgent safety need. Implementation of these off-site improvements would require coordination with and participation by DDOT. Enhancements are recommended at the following locations:

- *Kenilworth Avenue crossing* – Replacement of the existing pedestrian bridge over Kenilworth Avenue at Polk Street and Douglas Street is needed, because the steep ramps do not meet ADA guidelines and the walkways are narrow and uninviting to pedestrians. In addition, pedestrians crossing the at-grade crosswalks of the service roads to reach the bridge have conflicts with vehicles due to high vehicle speeds and vehicle turning movements from adjacent side streets. DDOT is currently studying replacement bridge designs; however, further detailed design and commencement of construction may take several years pending resolution of utility and property constraints.
- *General neighborhood sidewalk improvements* – Repairs are needed to the existing sidewalk along Minnesota Avenue south of the station. A new segment of sidewalk is needed to fill a gap in the network along the south side of Quarles Street,



Existing Kenilworth Avenue Pedestrian Bridge

between Minnesota Avenue and 49th Street. Blocks of Meade Street and 47th Street in the vicinity of the station also have minor deficiencies in the pedestrian network that should be addressed. Some of these improvements and others in the neighborhood have already been recommended by DDOT in its Far Northeast Livability Study.

4.3 Station Concept Plan

Concept plans were developed for long-term station facilities and layout design of the Deanwood Metrorail station site. The plans assume that joint development does not occur on the station site in the coming years but allow for joint development to occur later in the future. Two alternative concepts without joint development (Alternative 1A and Alternative 1B) are described below. Additional alternatives that explore joint development concepts (Alternative 2 and Alternative 3) are discussed in Section 5.

4.3.1 Concept Plan Features

The alternative incorporates the following features:

- *Long-term improvements* – described in **Section 4.2** above, including:
 - Escalator canopy;
 - Redesign of Polk Street entrance walkways;
 - Redesign of Minnesota Avenue entrance plaza; and
 - Bicycle parking in station mezzanine.

- *Modified Kiss & Ride* – a row of unutilized short-term parking spaces is removed to provide a wider, more comfortable passenger waiting area, additional trees and landscape amenities, and improved pedestrian circulation areas.
- *Modified bus loop entrance* – the geometry of the bus loop entrance is shifted to provide a wider pedestrian entrance plaza between the station escalators and Minnesota Avenue.
- *Enhanced Bicycle Parking Facilities* – Additional bike racks and lockers, including a canopy over a portion of the bicycle parking, are provided to accommodate Metro's goal that two percent of passengers can access the station by bicycle. The total parking area would provide capacity for up to 48 bicycles.
- *New Stairway at Minnesota Avenue Entrance Plaza (optional)* – a new stairway is proposed at the end of the tunnel near the bottom of the escalators to open up the tunnel entrance from Minnesota Avenue, improve lighting conditions in the tunnel, expand pedestrian sight lines between the tunnel and the entrance plaza, and provide a more direct visual connection to/from the Deanwood Community

Center. **Figure 4-3** shows the existing base of the escalators at the tunnel entrance, where the base of the new stairway would be located.

If the new stairway is incorporated into the entrance, an expanded canopy is recommended to cover both the escalator bay and the stairs. The canopy would incorporate additional lighting to provide a well-lit sheltered area at station entrance/exit, which would further discourage crime and the perception of insecurity among station users. The Alternative 1 layout works with or without the new stairway and expanded canopy, which would add to the capital costs and can be considered as an additional optional amenity for consideration.

The station bus loop and Park & Ride would stay in their current locations and would be able to meet future projected service demand and capacity needs. Two sub-alternatives provide different options for bus operations and layout of the entrance plaza. Both options would be compatible with adding joint development in the long term, such that the joint development concept (Alternative 2) presented in **Section 5** could be implemented as a later phase to Alternative 1.

Figure 4-3 Landing of Existing Escalators and Location of Potential New Stairway



4.3.2

Alternative 1A – Enhanced Pedestrian Plaza and Minor Modifications to Bus Loop/Kiss & Ride

Figure 4-4 on the following page shows Alternative 1A. The sub-alternative provides six bus bays and one additional separate layover space to provide operational flexibility at the station. The existing alighting-only bus stop and the unassigned bus bay could be converted to full-service bus bays as needed in the long-term to provide six full-service bus bays in which buses could unload and load passengers and take layovers as needed in their assigned bays.

The new stairway and expanded escalator canopy at the Minnesota Avenue entrance is not incorporated in the option illustrated in **Figure 4-4**; instead a standard escalator canopy is provided. However, the sub-alternative plaza layout could incorporate the new stairway if desired.

4.3.3

Alternative 1B – Wider Plaza and Modified Bus Loop/Kiss & Ride

Figure 4-5 on page 4-11 shows Alternative 1B. The bus loop entrance is shifted to the southwest and one of the six existing bus bay locations is removed. The sub-alternative provides a wide pedestrian entrance plaza from Minnesota Avenue and also allows pedestrians crossing from the south side of the intersection of 48th Street and Minnesota Avenue to cross directly to the station entrance plaza without having to cross the bus loop driveway entrance. The sub-alternative provides five bus bays and a layover lane with space for up to three buses. Under this arrangement, some routes would take layovers as needed in their assigned bays, while some would use the separate areas in the layover lane and if needed would use Minnesota Avenue to re-circulate to their designated pick-up bays. The Kiss & Ride facility has a narrower landscaped median separating the passenger waiting area from the bus loop than in Alternative 1A.

The new stairway is included in the option illustrated in **Figure 4-5**; Alternative 1B has a wider plaza that provides more space to incorporate the new stairway and expanded canopy. However, the Alternative 1B plaza design could also function well with just the existing escalator bay and standard canopy.

4.4

Conclusion

The Deanwood Metro Station Access Improvement Study has identified short-term enhancements that can address safety and security issues and long-term improvements that will provide additional amenities for station users and the community. These enhancements can help make Deanwood a more convenient and attractive access point to the Metrorail system and support planned redevelopment and infrastructure improvements in the station vicinity.

The following section discusses the potential to incorporate joint development as part of the long-term station improvements.

Figure 4-4 Alternative 1A – Enhanced Pedestrian Plaza and Minor Modifications to Bus Loop/Kiss & Ride

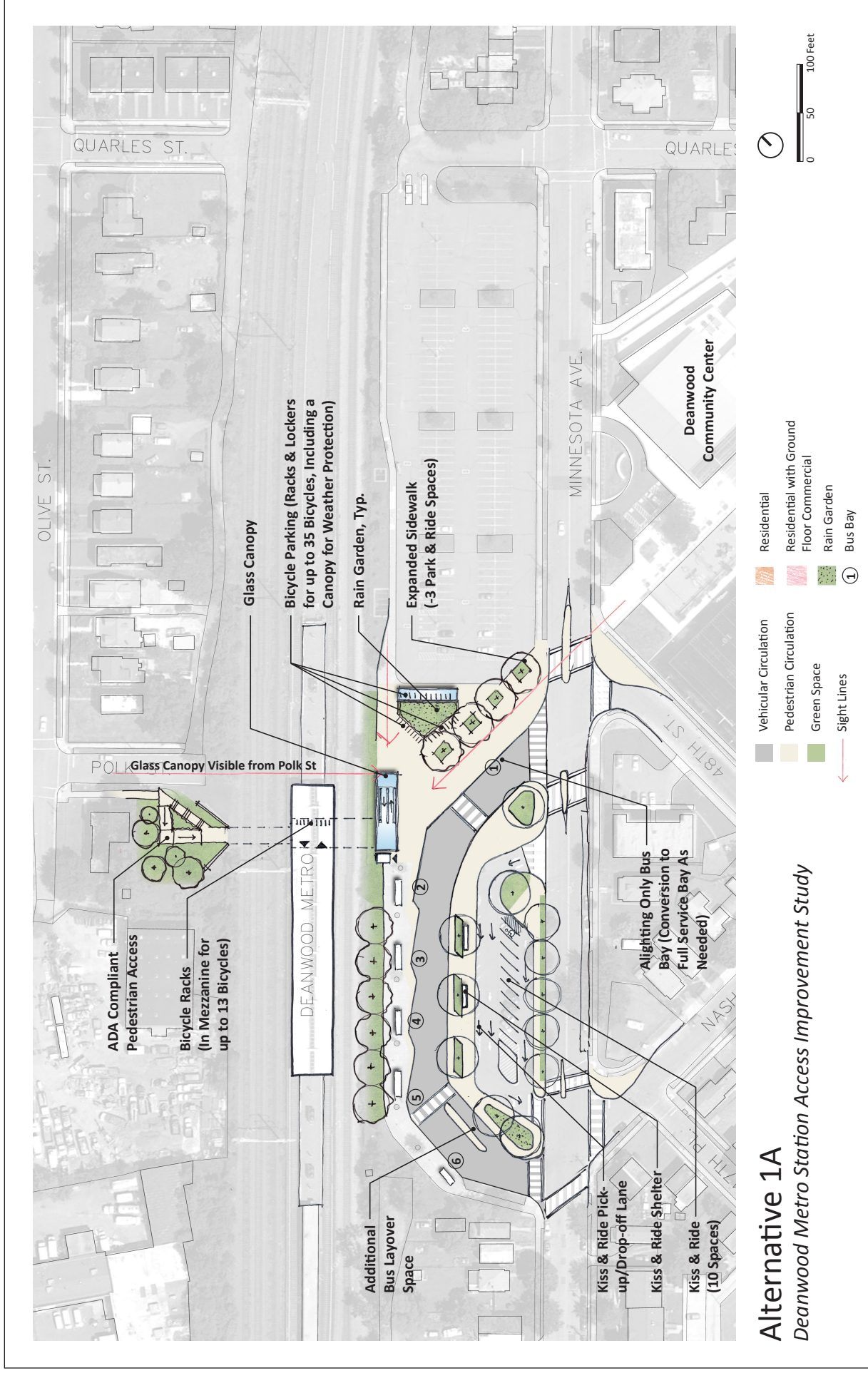
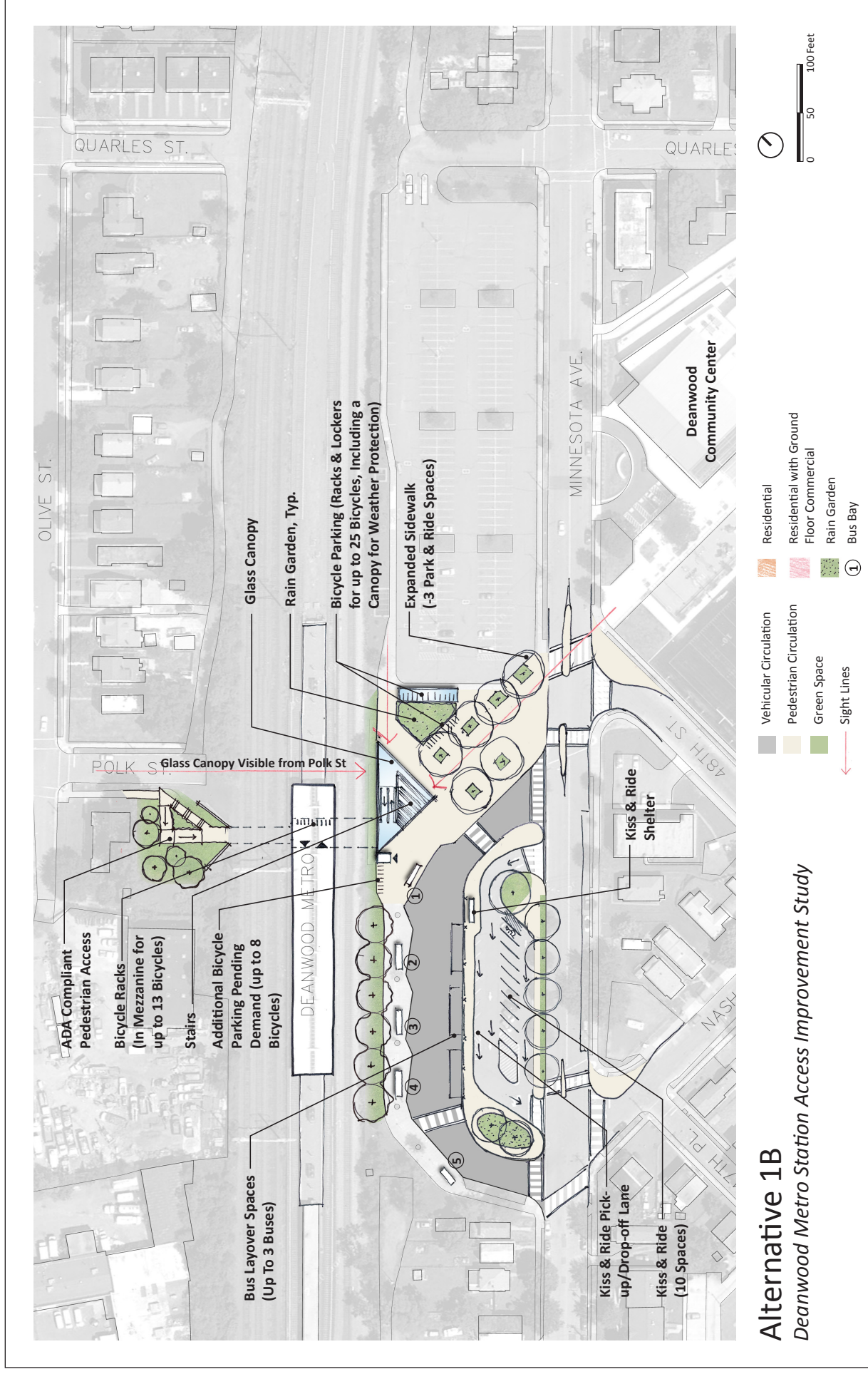


Figure 4-5 Alternative 1B – Wider Pedestrian Plaza and Modified Bus Loop/Kiss & Ride



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A photograph of a parking lot at Deanwood Metro Station. In the foreground, there is a paved asphalt area and a concrete curb. A black chain-link fence runs across the middle ground, separating the foreground from the parking lot. Behind the fence, several cars are parked in rows. In the background, there are trees, utility poles with power lines, and a large yellow building. The sky is clear and blue. A semi-transparent grey box is overlaid on the right side of the image, containing the title text.

Joint Development Concepts

**Deanwood Metro Station
Access Improvement Study**

Section 5

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5.0 JOINT DEVELOPMENT CONCEPTS

Several joint development concepts for Deanwood Metrorail station were prepared consistent with stakeholder feedback collected during this study and consistent with the community vision outlined in the DCOP Deanwood Strategic Development Plan. Potential future joint development at Deanwood Metrorail station will depend on market conditions.

Future Joint Development Concept

Joint development concept Alternative 2 was developed for portions of the existing Park & Ride site and allows for different intensities of development as well as potential phasing or development in a single phase. Depending on future real estate market conditions and parking needs, options for different sizes of development and Park & Ride facilities are included in the alternatives. In these concept plans, the bus and Kiss & Ride facilities would stay in their current locations, with similar enhancements as the Alternative 1 concept plan. Additional bicycle parking facilities and entrance plaza improvements would be similar to Alternative 1 as well.

Concept plans were developed and are described below as follows:

- Moderate-scale Joint Development (Alternatives 2A and 2B); and
- Higher-density Joint Development (Alternatives 2C and 2D).

Other Concepts Considered

Additional alternatives were developed (Alternatives 3A and 3B) to explore other layout and facility options, although they were found not feasible due to cost and operational constraints. These other concepts are described in **Appendix A**

5.1 Moderate-Scale Joint Development

5.1.1

Alternative 2A – Moderate-Scale Joint Development

Figure 5-1 on the following page shows the moderate-scale joint development of Alternative 2A, which locates a mixed-use building adjacent to the Minnesota Avenue entrance plaza (on the north side), comprising the following uses:

- 10,000 square feet of ground floor commercial uses (neighborhood-serving retail and potential office space) facing the station entrance plaza;
- 9 residential apartment units occupying the floor above the commercial uses;
- Adjacent surface parking for commercial and residential joint development uses;

- Metro Park & Ride facility (approximately 110 spaces) on the remainder of the existing parking lot; and
- Additional landscape amenities, including a wider sidewalk, street trees and planting boxes along Minnesota Avenue and additional plantings and rain gardens within the site.

5.1.2

Alternative 2B – Moderate-Scale Joint Development with Additional Apartments

Figure 5-2 on page 5-5 shows the moderate-scale joint development of Alternative 2B, which is similar to Alternative 2A, but with a taller, four-story mixed-use building and smaller Metrorail Park & Ride facility. The Metrorail Park & Ride capacity is reduced to accommodate the additional parking needs of the additional residential units. The alternative comprises the following uses:

- 10,000 square feet of ground floor commercial uses

Figure 5-1 Alternative 2A – Moderate-Scale Joint Development

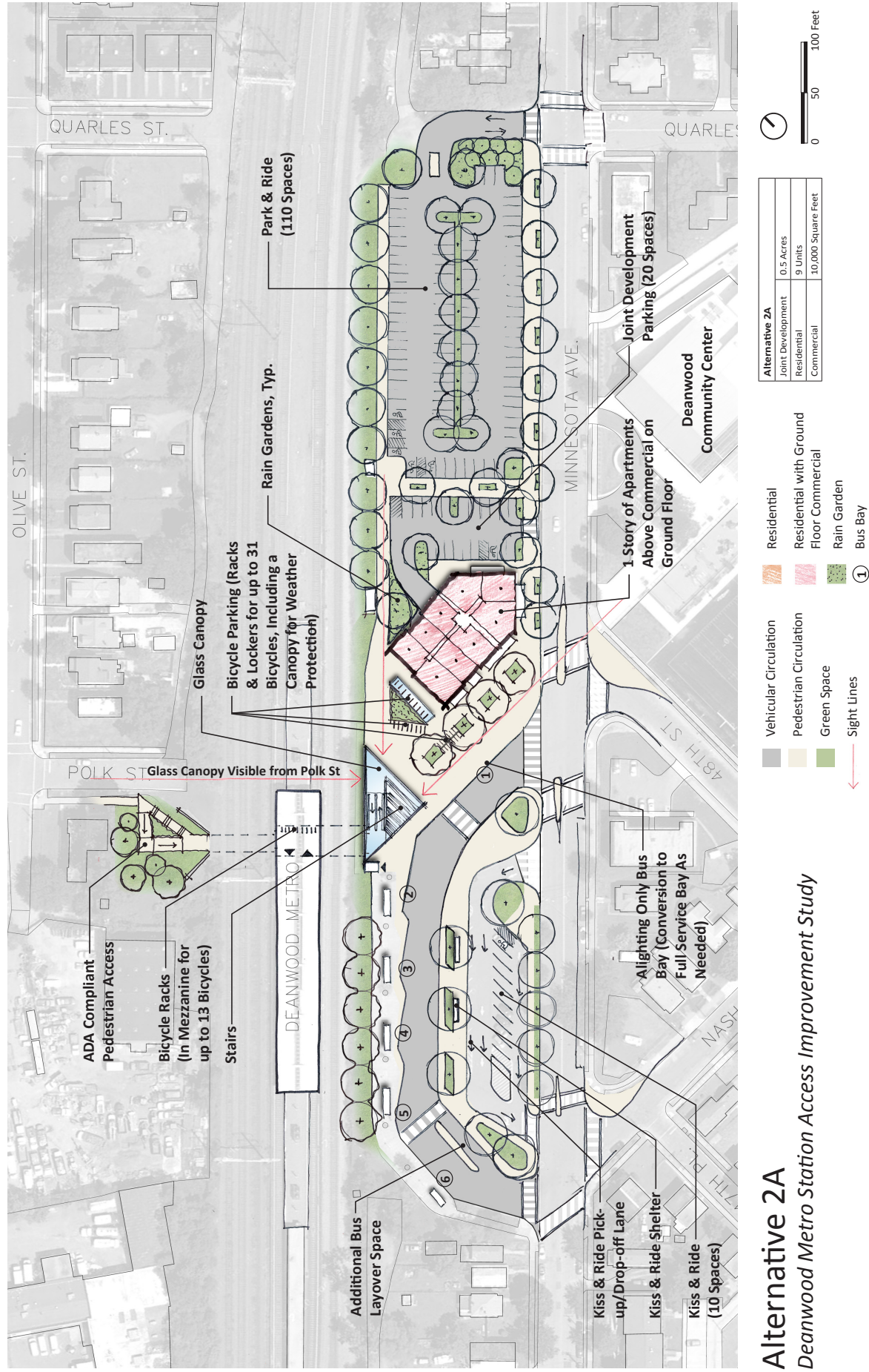
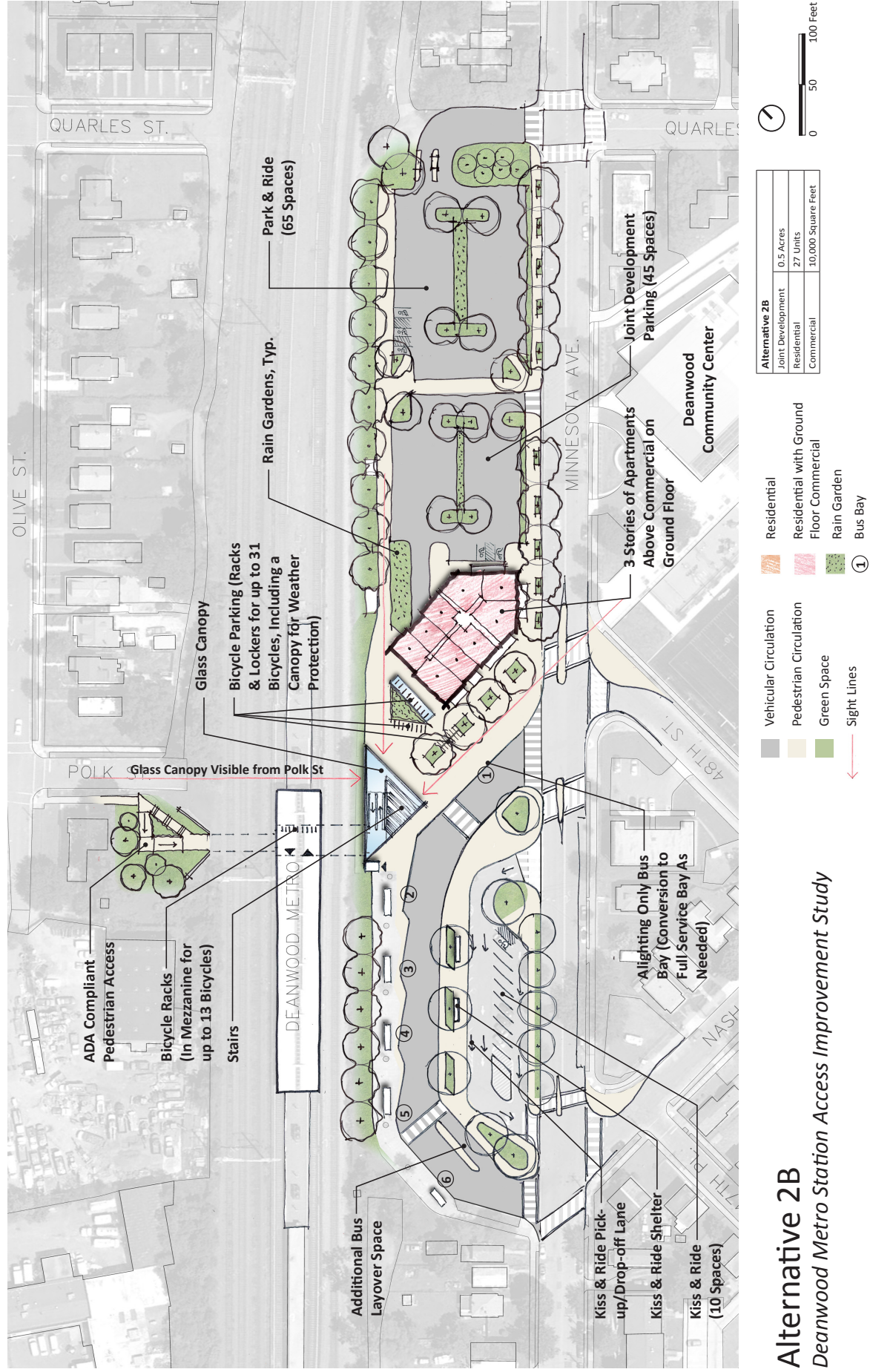


Figure 5-2 Alternative 2B – Moderate-Scale Joint Development with Additional Apartments



Alternative 2B

Deanwood Metro Station Access Improvement Study

(neighborhood-serving retail and potential office space) facing the station entrance plaza;

- 27 residential apartment units occupying the three floors above the commercial uses;
- Larger adjacent surface parking for commercial and residential joint development uses;
- Smaller Metro Park & Ride facility (approximately 65 spaces) on the remainder of the existing parking lot; and
- Additional landscape amenities, same as Alternative 2A.

5.2 Higher-Density Joint Development

5.2.1

Alternative 2C – Moderate-Scale Joint Development with no Park & Ride

Figure 5-3 on the following page shows Alternative 2C joint development, which could be a later phase for Alternatives 2A and 2B or developed in a single phase. Alternative 2C would replace the remainder of the Park & Ride facility (assuming that parking demand could be provided elsewhere and partly shifted to other access modes). Joint development uses comprise:

- Alternative 2B mixed-use building (10,000 square feet of retail; 27 residential apartments); and
- 8 residential townhome units or up to 15 apartment units in a separate three-story building.

5.2.2 **Alternative 2D – Joint Development with Structured Parking (including Park & Ride)**

Alternative 2D shows how structured parking could be incorporated into the site, so that both joint development and a Park & Ride facility could be

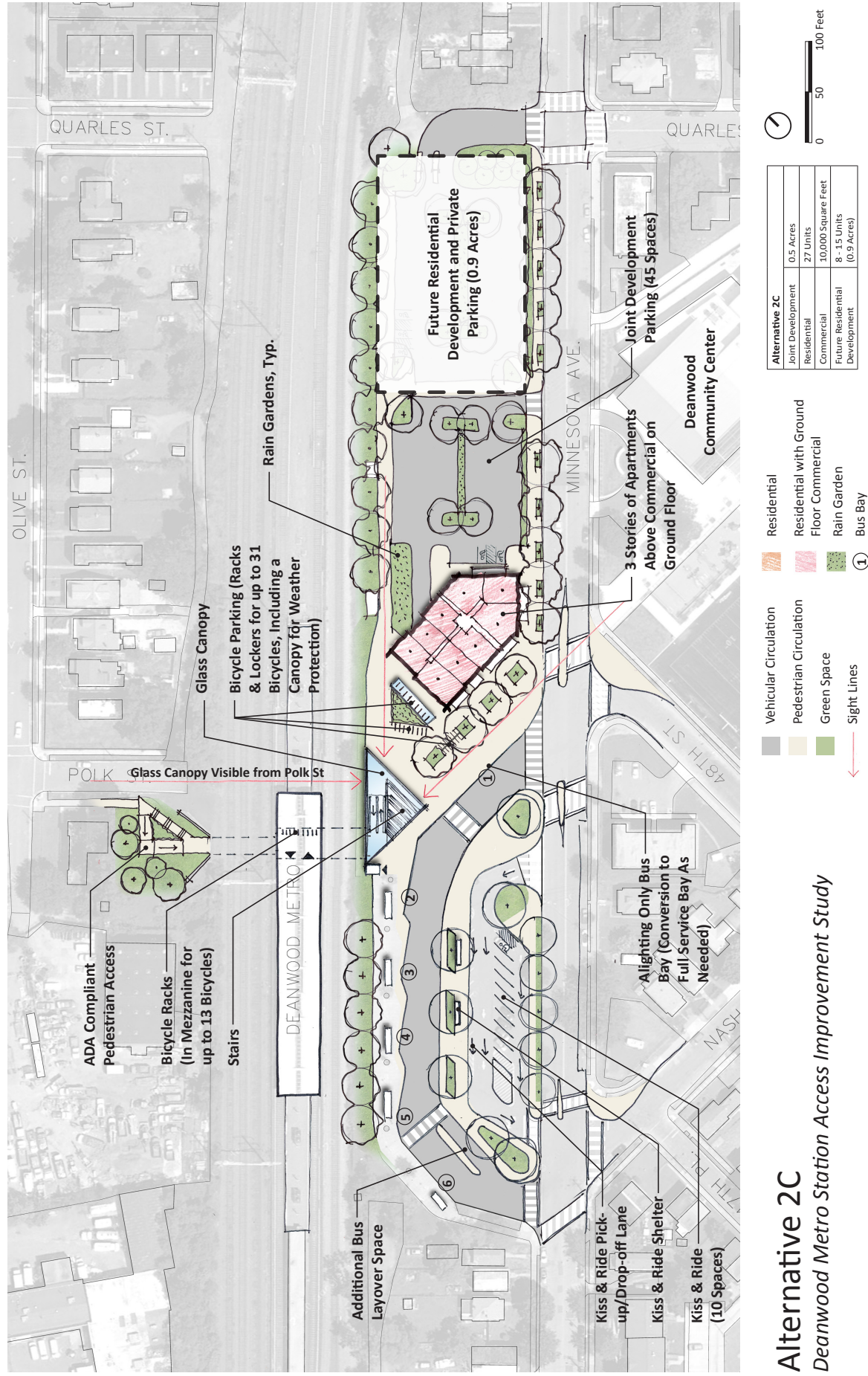
accommodated. **Figure 5-4** on page 5-8 shows how a mixed-use building could be designed to wrap around the parking structure, so that active commercial and residential uses front the station entrance, line Minnesota Avenue, and visually buffer the parking garage from the neighborhood. The joint development has a four-story mixed-use building, comprising the following uses:

- 10,000 square feet of ground floor commercial uses (neighborhood-serving retail and potential office space) facing the station entrance plaza;
- 138 residential apartment units occupying the three floors above the commercial uses, as well as four floors in the portion of the building with no ground floor commercial use;
- Structured parking on four levels with approximately 75 spaces on each level, providing
 - Metro Park & Ride facility on two levels with approximately 150 spaces;
 - Joint development parking on two levels with approximately 150 spaces; and
- Additional landscape amenities, as described in Alternative 2A.

For Alternative 2D, note that the current neighborhood housing market and low-density character of the community may not support the relatively high investment and density required for structured parking. This alternative was developed to illustrate joint development that may be feasible under a future scenario in which other mixed-use redevelopment has occurred in the station vicinity, increasing market demand and community support for higher-density transit-oriented development.

¹ Cheverly station Park & Ride has a capacity of 500 vehicles and a 93% utilization rate; and Capitol Heights station Park & Ride has a capacity of 372 vehicles and an 83% utilization rate (based on Jan. – Oct. 2011 average weekday Park & Ride paid entries 5:00 AM to 2:00 PM, most recent data available). Minnesota Avenue station has a capacity of 333 vehicles, and the utilization rate has increased from 57% average utilization in Jan. – Oct. 2011 to 80% utilization in June 2012 (based on more recent WMATA parking data provided only for Minnesota Avenue station).

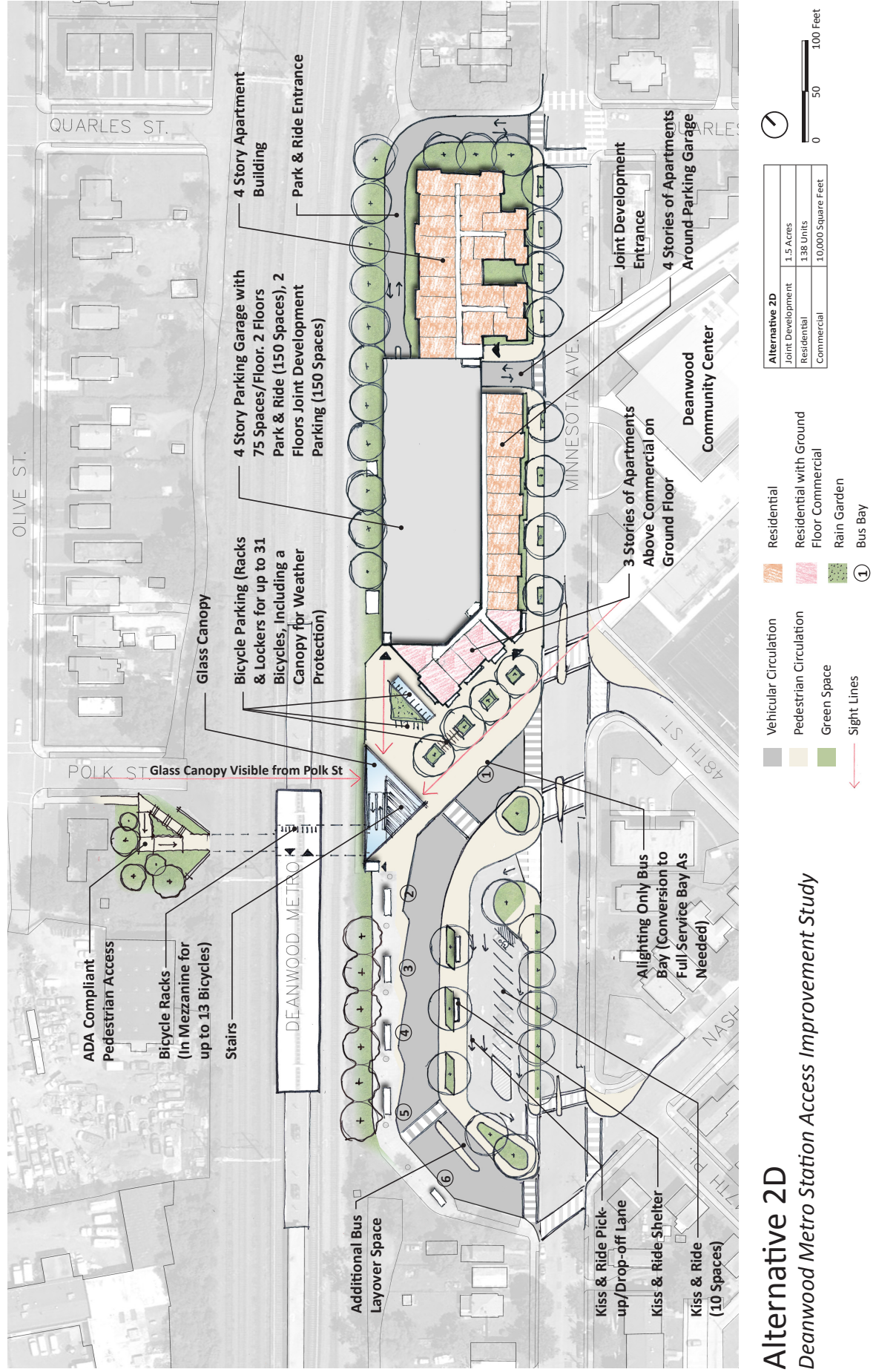
Figure 5-3 Alternative 2C – Long-Term Joint Development with no Park & Ride



Alternative 2C

Deanwood Metro Station Access Improvement Study

Figure 5-4 Alternative 2D – Joint Development with Structured Parking



5.3 Accommodation of Park & Ride Demand

In the Alternative 2A, 2B and 2C joint development concepts, the Park & Ride facility capacity would have to be reduced to accommodate joint development. Structured parking, as in Alternative 2D, would have to be provided to allow both joint development on the site and sufficient Park & Ride capacity to meet future demand. Park & Ride is a relatively significant access mode at Deanwood station, approximately 24 percent of Metrorail boardings (2007 Metrorail Passenger Survey), so any potential reduction in capacity at the station needs to be carefully considered.

As noted in **Section 3**, future 2030 parking capacity need is projected to be 155 spaces. With the exception of Alternative 2D, the alternatives would reduce the facility size below 2030 projected demand, requiring Park & Ride demand to be met at other nearby stations or shifted to other access modes. Under this scenario, some Deanwood parking customers would have to use the Cheverly, Capitol Heights, and Minnesota Avenue stations depending on parking availability¹, shift to other access modes, such as existing Metrobus routes serving Deanwood and Minnesota Avenue stations, or would choose to no longer use Metrorail and drive to their destinations instead.

Although the current Park & Ride facility is not heavily utilized, it would still generate more fare revenue from combined parking fees and Metrorail usage than the Metrorail fare revenue (not including ground lease revenue) generated by moderate-scale joint development envisioned at Deanwood that maintains bus and Kiss & Ride facilities on site. Only higher-density residential development (4-story apartments) on a large portion of the site or an alternative with structured parking (accommodating both Park & Ride and joint development parking needs) would generate additional Metrorail revenue from joint development than current parking and Metrorail revenues. It is uncertain if current market conditions in the neighborhood would support the relatively high cost of a development with structured parking.

However, for a full consideration of the financial benefits and costs associated with joint development, other relevant financial factors would need to be considered, such as joint development ground lease revenue, station Park & Ride operations costs, and new local property tax revenue from joint development.

5.4 Conclusion

The Deanwood Metro Station Access Improvement Study has prepared joint development concepts for the station that can be considered by Metro as neighborhood real estate conditions evolve. The joint development concepts are consistent with stakeholder feedback collected during this study and consistent with the community vision outlined in the DCOP Deanwood Strategic Development Plan. Moderate-scale joint development, consisting of a small retail space with apartments above, located on a portion of the Park & Ride lot, is currently recommended. This type of joint development would have the following benefits at Deanwood:

- Introducing active uses at the main station entrance that will provide “eyes on the street” during off-peak hours;
- Providing needed neighborhood-serving retail;
- Enhancing the station gateway and connection to the Community Center; and
- Allowing for additional future development on the station site depending on Park & Ride needs and real estate market conditions.

Due to the Park & Ride demand at Deanwood and the current lack of spare parking capacity at nearby Metrorail stations, the Deanwood Metrorail station needs to retain a significant part of its Park & Ride facility in the foreseeable future. Structured parking is likely not feasible at Deanwood station in the near term due to the high cost and current real estate market. The moderate-scale joint development concept would accommodate mixed-use development as well as most of the Park & Ride demand, and it would allow additional development in the future as parking needs and real estate conditions change.

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Appendix

Deanwood Metro Station
Access Improvement Study

Appendices A - C

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Appendix A: OTHER JOINT DEVELOPMENT CONCEPTS CONSIDERED

Appendix A provides additional detail on the following alternative joint development concepts considered during the study process but not recommended to be carried further:

- Alternative 3A – Joint development with new bus loop on portion of Park & Ride site; and
- Alternative 3B – Full joint development if bus bays relocated.

Although neither alternative is feasible in the foreseeable future, due to costs or the need to maintain the bus facility on the station property, the alternatives are useful in illustrating site and operational constraints.

Alternative 3A – Joint Development with New Bus Loop on Portion of Park & Ride Site

Alternative 3A explores potential relocation of the bus facility to the Park & Ride site as a means to reduce conflicts between pedestrians and bus vehicles at the primary station access point on Minnesota Avenue at 48th Street. Alternative 3A plans for joint development on the site of the existing bus loop and Kiss & Ride lot; it relocates the bus facility and maintains a smaller Park & Ride facility along Minnesota Avenue. Kiss & Ride functions are accommodated on-street. The arrangement would remove bus circulation away from the primary pedestrian crossings at the Minnesota Avenue entrance (thus reducing conflicts), while still maintaining bus bays in close proximity to the station entrance.

Joint Development

Figure A-1 on the following page shows the Alternative 3A joint development concept, comprising the following uses:

- 10,000 square feet of ground floor commercial uses (neighborhood-serving retail and potential office space) facing the station entrance plaza;

- 57 residential apartment units in two blocks, one occupying the three floors above the commercial uses and a separate block above surface parking to the south;
- Adjacent surface parking for commercial and residential joint development uses located behind the development; and
- Additional landscape amenities, including a wider sidewalk, street trees, and planting boxes along Minnesota Avenue and additional plantings and rain gardens within the site.

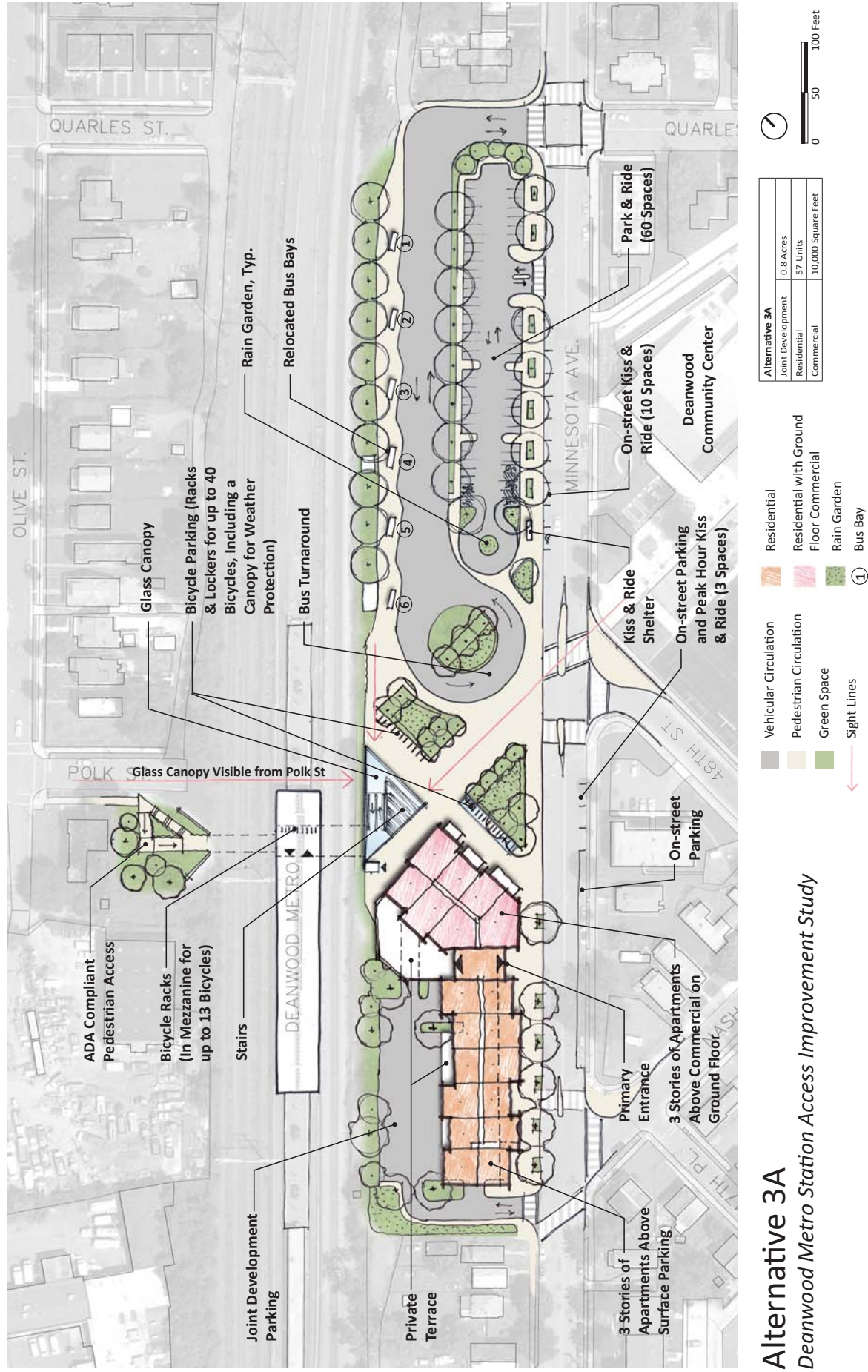
As noted, surface parking could be partially accommodated underneath the residential block to save space, but a continuous building façade with ground floor interior spaces would still be provided along the Minnesota Avenue streetscape, such that the parking would not be visible. The ground floor space could consist of enclosed utility rooms or separate apartment entrances and porches.

Metro Transit Police commented that Alternative 3A's placement of the joint development away from the Park & Ride, rather than putting the joint development in between the Park & Ride and the rest of the station site as in Alternative 2, allows station facilities to be clearly separated from private development. This arrangement makes the Metro Transit Police jurisdiction more easily defined and convenient to patrol.

Bus Facilities

Under Alternative 3A, the bus bays would be moved to a new off-street facility on the site of the existing Park & Ride and would be accessed from the current Park & Ride entrance/exit on Quarles Street. The facility would have six full-service bus bays, which is enough capacity to accommodate future demand through 2030. The facility would include a bus turnaround loop so that buses can return to the exit onto Quarles Street. Walking distances from the station escalators to the bus bays would be similar to those in the existing bus loop configuration; however, walking distances to/from the elevator would be slightly longer than in the existing bus loop configuration.

Figure A-1 Alternative 3A – Joint Development with New Bus Loop on Portion of Park & Ride Site



The relatively high capital cost of replacing the current bus facility with a new facility of similar capacity is a clear drawback of the concept.

Kiss & Ride

The existing Kiss & Ride lot is replaced by joint development, and passenger drop-offs and pick-ups are accommodated in designated curbside zones along Minnesota Avenue. On-street parking spaces in these zones would be reserved during peak periods for drop-off/pick-up and driver-attended parking for up to 15 minutes.

Southwest-bound Minnesota Avenue – up to ten designated Kiss & Ride spaces during peak periods and a shelter for waiting passengers are provided by the southern corner of the Park & Ride lot. On-street parking is also located immediately in front of the station entrance; however, as these parking spaces would also serve the ground-floor retail uses, they would remain metered general use public parking throughout the day.

Northeast-bound Minnesota Avenue – up to three Kiss & Ride spaces are located across the street from the station, southwest of 48th Street in the location of the existing on-street bus stop. Because bus operations are relocated further north, the bus stop would no longer be needed, as routes would no longer use this segment of Minnesota Avenue. The curb space would become on-street parking and peak-period designated spaces for station passenger drop-off and pick-up.

Replacement of the off-street Kiss & Ride with an on-street facility would require that vehicles use neighborhood streets to turn around. The current practice of most vehicles at the station is drop-off/pick-up of passengers curbside on Minnesota Avenue and making a U-turn to return to Eastern Avenue, rather than using the off-street facility. The drawback of the on-street Kiss & Ride is that it may reinforce this driver behavior and potentially increase conflicts with pedestrians and other vehicles at the Minnesota Avenue and 48th Street intersection.

Park & Ride

In Alternative 3A, a 60-space Park & Ride lot would be retained along Minnesota Avenue. The new parking lot would have a wider setback from the street, allowing for a landscaped buffer strip and wider sidewalk with street trees along Minnesota Avenue.

As with Alternative 2B, the facility capacity of 60 spaces would only accommodate about half of the current Park & Ride demand at Deanwood Metrorail station. Additional Park & Ride customers would instead need to use the Cheverly, Capitol Heights, and Minnesota Avenue Metrorail stations (if available capacity) or other access modes, such as existing Metrobus routes serving Deanwood and Minnesota Avenue stations. As such, the concept may not be feasible in the foreseeable future due to current parking capacity constraints at other stations.

Conclusion

Alternative 3A was not advanced further due to the high capital cost required to replace the existing bus facility with a facility of similar capacity on-site. In addition, joint development construction could not proceed until the new bus facility was completed and in operation. Other drawbacks include the significant reduction in Park & Ride capacity and the replacement of the Kiss & Ride facility with an on-street passenger loading/unloading area, which would require most vehicles to use neighborhood streets to turn around after picking up/dropping off passengers.

Alternative 3B – Full Joint Development if Bus Bays Relocated (for Illustrative Purposes Only)

Alternative 3B was developed to explore how much development could be accommodated on the Deanwood station site if the bus bays could be relocated to on-street stops and if the Park & Ride facility was no longer needed (for example, if demand could be met at other stations).

The option would depend on a suitable new off-street site adjacent to the station or on-street locations that

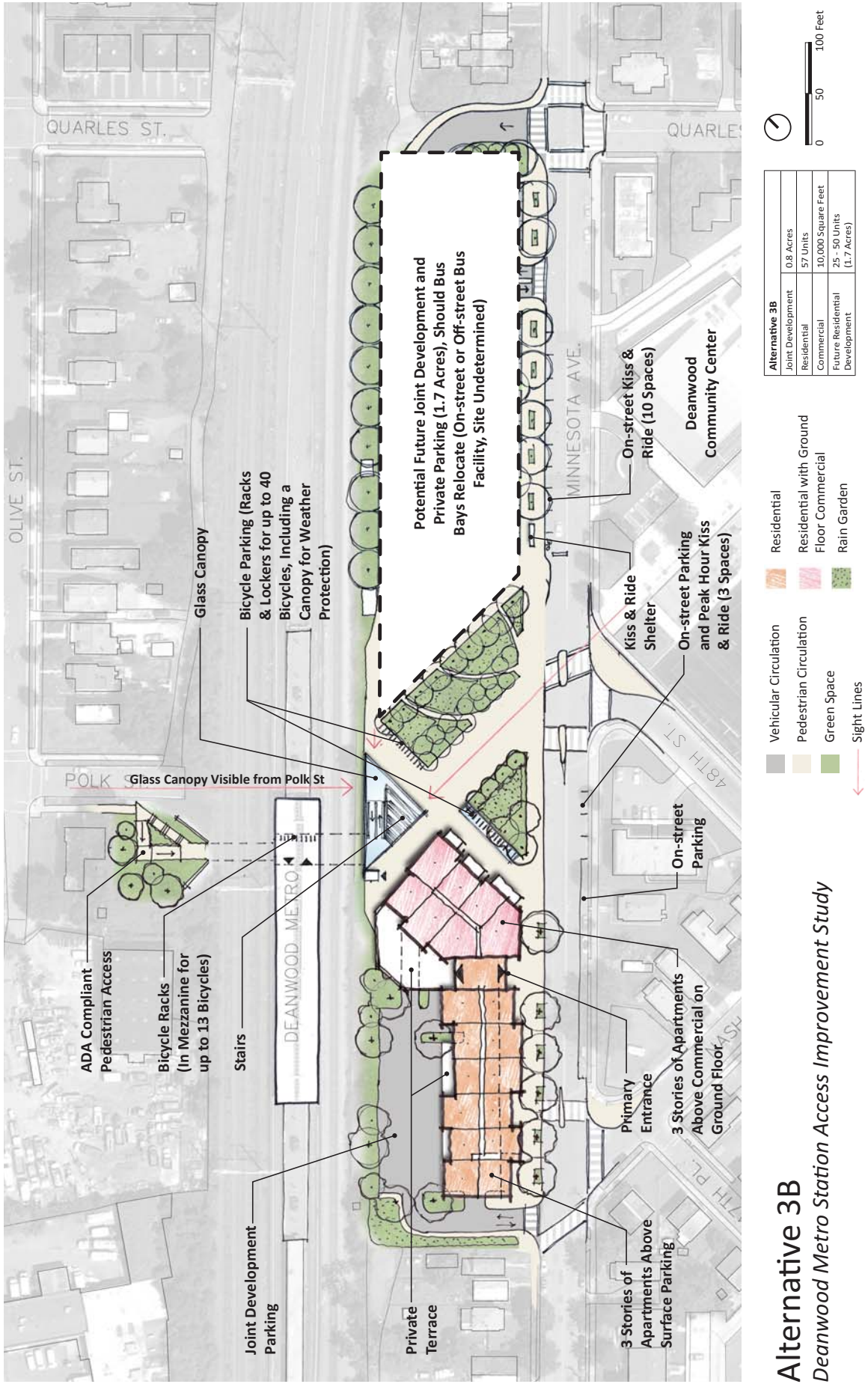
would maintain the current level of service for bus users and accommodate current service patterns. As discussed in **Section 3.3** of the final report, such a scenario is not feasible in the foreseeable future, so Alternative 3B is included for illustrative purposes only.

Figure A-2 on the following page shows the Alternative 3B concept. The additional joint development would replace the relocated bus loop and 60-space Park & Ride. Joint development would comprise:

- Commercial and residential uses similar to Alternative 3A (10,000 square feet of commercial uses; 57 residential apartments);
- Additional 25 residential townhome units or up to 50 apartment units in a three-story building with a fourth story on the side near the station entrance; and
- Surface parking for the residential uses would be provided on-site and could be partially located underneath the building block similar to the initial phase to provide additional density.

As noted above, Alternative 3B was developed solely for illustrative purposes and will not be carried further as a potential station development concept.

Figure A-2 Alternative 3B – Full Joint Development if Bus Bays Relocated (for Illustrative Purposes Only)



Alternative 3B

Deanwood Metro Station Access Improvement Study

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Appendix B: CONCEPTUAL COST ESTIMATES

Conceptual capital costs for the station facility improvements in each alternative were estimated. These costs included modifications and enhancements to the bus, Kiss & Ride, and Park & Ride facilities and to station entrances, pedestrian plazas, and the station site streetscape. Costs associated with Joint Development improvements were excluded and are assumed to be borne by the developer; off-site improvements such as pedestrian crossing enhancements of public streets were also excluded.

To determine conceptual capital costs for each alternative, individual program elements were first itemized and the raw values (unit price X quantity) calculated and summed to provide a total raw value. Final construction costs were estimated by applying percentage costs for drainage, landscaping, preliminary engineering, contingency, and engineering overhead. The cost estimates do not include soft costs to Metro; total project costs would include an additional 25 percent for soft costs.

Table B-1 summarizes raw value cost estimates by program elements for each alternative, and **Table B-2** on the following page summarizes the final construction costs estimates for each alternative.

Table B-1 Conceptual Raw Value Estimates of Alternative Components

Improvement Program ¹	Elements ¹	Raw Value Subtotal	Raw Value Total
Alternative 1A (without new stair and expanded canopy)	Bus Loop, Kiss & Ride	\$ 320,000	\$ 820,000
	Pedestrian Plaza	\$ 500,000	
	Park & Ride	\$ 0	
Alternative 1A	Bus Loop, Kiss & Ride	\$ 320,000	\$ 1,110,000
	Pedestrian Plaza	\$ 790,000	
	Park & Ride	\$ 0	
Alternative 1B	Bus Loop, Kiss & Ride	\$ 220,000	\$ 1,130,000
	Pedestrian Plaza	\$ 910,000	
	Park & Ride	\$ 0	
Alternative 2A	Bus Loop, Kiss & Ride	\$ 320,000	\$ 1,420,000
	Pedestrian Plaza	\$ 790,000	
	Park & Ride	\$ 310,000	
Alternative 2B	Bus Loop, Kiss & Ride	\$ 320,000	\$ 1,370,000
	Pedestrian Plaza	\$ 790,000	
	Park & Ride	\$ 260,000	
Alternative 2C	Bus Loop, Kiss & Ride	\$ 320,000	\$ 1,110,000
	Pedestrian Plaza	\$ 790,000	
	Park & Ride	\$ 0	
Alternative 2D ⁽²⁾	Bus Loop, Kiss & Ride	\$ 320,000	\$ 1,110,000
	Pedestrian Plaza	\$ 790,000	
	Park & Ride ²	\$ 0	
Alternative 3A	Bus Loop, Kiss & Ride	\$ 760,000	\$ 1,930,000
	Pedestrian Plaza	\$ 840,000	
	Park & Ride	\$ 330,000	

¹ All alternative cost estimates include the new stair and expanded escalator/stair canopy, except as noted for the first Alternative 1A sub-option.

² Cost of structured parking (both for joint development and Park & Ride) is assumed to be borne by the developer and not included.

Table B-2 Conceptual Construction Cost Estimates

Improvement Program ¹	Raw Value Total	5% Drainage, + 5% Landscaping, + 20% Preliminary	30% Contingency	15% Engineering Overhead	Total Construction Cost (Rounded) ²
Alternative 1A (without new stair and expanded canopy)	\$ 820,000	\$ 250,000	\$ 320,000	\$ 210,00	\$ 1,600,000
Alternative 1A	\$ 1,110,000	\$ 330,000	\$ 440,000	\$ 280,000	\$ 2,160,000
Alternative 1B	\$ 1,130,000	\$ 340,000	\$ 440,000	\$ 280,000	\$ 2,190,000
Alternative 2A	\$ 1,420,000	\$ 420,000	\$ 550,000	\$ 360,000	\$ 2,750,000
Alternative 2B	\$ 1,370,000	\$ 410,000	\$ 530,000	\$ 340,000	\$ 2,650,000
Alternative 2C	\$ 1,110,000	\$ 330,000	\$ 440,000	\$ 280,000	\$ 2,160,000
Alternative 2D(3)	\$ 1,110,000	\$ 330,000	\$ 440,000	\$ 280,000	\$ 2,160,000
Alternative 3A	\$ 1,930,000	\$ 570,000	\$ 750,000	\$ 490,000	\$ 3,740,000

¹ All alternative cost estimates include the new stair and expanded escalator/stair canopy except as noted for the first Alternative 1A sub-option.

² Estimate does not include potential utility relocation costs or soft costs to the agency. Total project costs would include an additional 25 percent in soft costs.

³ Cost of structured parking (both for joint development and Park & Ride) is assumed to be borne by the developer and not included.

Appendix C: COMMUNITY ENGAGEMENT ACTIVITIES

This appendix summarizes the community engagement efforts of the Deanwood Metro Station Access Improvement Study. The project incorporated various stakeholder and public participation activities throughout the course of the study. In addition to neighborhood residents and station users, other specific stakeholders included District of Columbia Advisory Neighborhood Commissions (ANCs) 7C and 7D, the Deanwood Civic Association, District of Columbia ward planners from the Office of Planning (DCOP) and Department of Transportation (DDOT), and other neighborhood and civic groups.

A timeline of community engagement efforts is as follows:

- December 2011-January 2012 – Initial discussions by Metro with community leaders
- February 2012 – Community questionnaire and walk-about
- April 2012 – First community open house
- June 2012 – Study update at Deanwood Civic Association Meeting
- February 2013 – Second community open house

The following subsections summarize the public involvement efforts and contain materials distributed for these efforts. These materials include handout flyers, status updates, meeting presentations, and display boards.

Community Walk-About

In February 2012, a questionnaire was prepared to get input from community members and station users regarding conditions at Deanwood Metrorail station, access to the station, and improvement suggestions for the station, including the desirability of different types and scales of joint development (see **Attachment C-1**). Metro distributed the questionnaire to the Deanwood Civic Association, ANCs, and at the



Project team members at the Polk Street entrance during the community walk-about

Deanwood Community Center. The responses were collected by Metro and the Civic Association. Issues that community members had expressed regarding the Deanwood Metrorail station and its vicinity included:

- Vehicle drop-offs along Minnesota Avenue rather than in the Kiss & Ride facility;
- Making the station more inviting to the public, particularly the Polk Street entrance, with new and aesthetically pleasing features;
- Possible infrastructure improvement ideas, such as adding a public space at the station entrance plaza, adding an escalator canopy, and replacing existing bus shelters with more appealing shelters; and
- Possible safety improvement ideas, such as improving station area lighting and patrols by Metro Transit Police officers on the north side of the station.

A community walk-about of the Deanwood Metrorail station and its vicinity took place on the morning of February 17, 2012. Metro staff, consultant team members, and representatives from DDOT and DCOP participated in the walk-about. Community members were invited to the walk-about. The Deanwood Civic Association president attended the walk-about briefing at the Community Center.

Participants met at the Deanwood Community Center, where the project team provided a briefing of the

Deanwood Metro Access Improvement Study, and the group discussed issues observed and voiced by the community. Participants also discussed the potential joint development opportunities of the WMATA property at the Deanwood Metrorail station, as proposed in the 2008 DCOP Deanwood Strategic Development Plan.

First Community Open House

The first community meeting took place on April 26, 2012 at the Deanwood Community Center. The meeting began with a drop-in workshop between 3:00-5:00 pm, followed by an open house between 5:00-6:00 pm, and concluded with a presentation with a question-and-answer session between 6:00-8:00pm. Metro staff, project consultant team members, and representatives of Metro Transit Police, DDOT, and DCOP were on hand to answer community questions. DC Ward 7 Councilmember Yvette Alexander and a dozen other community members were in attendance.

The purpose of the meeting was to provide an opportunity for the public to identify problems at the station, suggest potential improvement ideas that would enhance access to/from the station, and discuss potential joint development. Participant comments were taken by project staff on flipcharts during the open house discussion, during the formal question-and-answer session after the presentation, and by written comment sheets.

Participants discussed the following issues:

- *Safety and security* – locations of concern, station loitering, and potential improvement ideas;
- *Bus service and facilities* – specific route issues and ridership improvement ideas;
- *Traffic and roadway conditions* – excessive speeding along Minnesota Avenue;
- *Bicycle facility improvements* – potentially adding Capital Bikeshare to the station and providing more secure bicycle facilities;

- *General station facility improvements* – adding emergency blue lights at bus bays, improving lighting, and providing an escalator canopy; and
- *Joint development opportunities* – providing a mixed-use development that would tie into the existing community while maintaining the existing functions and services of the station.

Attachment C-2 contains the display boards presented at the first community open house.

Attachment C-3 contains participant comments from the meeting. **Attachment C-4** contains the flyer distributed in the community to advertise the first community open house.

Deanwood Citizens Association Meeting Update

In June 2012, Metro provided a study update to the Deanwood Citizens Association monthly meeting. The Deanwood Metro Station Access Improvement Study was discussed alongside a presentation by Metro on the Blue-Orange Line Improvement Study, which was to begin the process of rehabilitating the Metrorail station platform.

Attachment C-5 contains the project status sheet presented at the meeting.

Second Community Open House

The second community meeting took place on February 27, 2013 at the Deanwood Community Center. Metro distributed invitation flyers and project status sheets to the Deanwood Civic Association meeting in advance of the community open house.

The second study community meeting began with an open house between 6:00-7:00 pm, and a presentation followed with a question-and-answer session between 7:00-8:00 pm. Metro project staff, consultant team members, and representatives of Metro Transit Police and DDOT were on hand to answer community questions. ANC Commissioner Antawan Holmes and ten community members were in attendance.



Presentation and discussion at the second community open house meeting

The meeting was held to present initial proposals to improve facilities, safety, and security at the Deanwood Metrorail station and receive feedback from the community. Display boards and a PowerPoint presentation by project team staff presented:

- Study background;
- Findings on existing conditions and future needs;
- Draft recommendations to enhance access to/from the station (including rail, bus, pedestrian & bicycle access, and other facilities); and
- A draft concept for future residential/commercial joint development opportunities on the station site.



Community members reviewing display boards at the second community open house

Participants discussed a variety of issues including safety and security concerns, traffic and parking, and joint development opportunities. The discussion on joint development opportunities focused on the on-site parking provisions for the mixed use development and the ability to accommodate a larger commercial space for a neighborhood market.

Attachment C-6 contains the project update handout distributed at the meeting. **Attachment C-7** contains the display boards presented at the second community open house. **Attachment C-8** contains participant comments from the meeting. **Attachment C-9** contains the flyer distributed in the community to advertise the second community open house.

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ATTACHMENT C-1

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Deanwood Metro Station Access Improvements Study

Questions for Community Walk-About – February 2012

The project study team would like to get feedback from the neighborhoods surrounding the station on ways to improve access to Deanwood Metro station. This applies to those arriving by walking, bike, bus, Kiss & Ride, and Park-and-Ride. We would also like to know if there are problems or deficiencies in station facilities (rail, bus, parking, and drop-off/pick-up facilities) as well as walkways and circulation areas through the station site. The following questions address some of the key issues. Please provide feedback on them based on the concerns, comments and experience reported by neighborhood residents, workers, students and other community members.

Pedestrian Conditions

Are there ways to improve pedestrian access to Deanwood Metro station from the surrounding neighborhoods, by making walking routes more safe or convenient? Where are the places in which pedestrian conditions could be improved?

For example:

- Places where crosswalks are needed?
- Intersections that do not feel safe for pedestrians?
- Gaps in the sidewalk network or sidewalks that are too narrow?
- Are student needs in getting to/from neighborhood schools adequately addressed?
- Other challenges for pedestrians?

Specifically, is access to/from the new Recreation Center and Library convenient and safe?

Are there specific pedestrian concerns for the neighborhoods across Kenilworth Avenue in getting to/from the Deanwood Metro station? If so, what are they?



For people using the station pedestrian tunnel and escalators as a convenient walking route under the tracks (i.e., using the station walkways to go between areas of the neighborhood but not to catch a bus or train), are there any specific issues or concerns in addition to those above? If so, what are they?

Are there places where persons with disabilities or the elderly have difficulty accessing the Metro station facilities (bus or rail)?

Safety and Security

Are there problems with safety and security within the Metro station property and facilities (i.e., inside the station and around the bus bays, Park-and-Ride)? If so, what are the specific issues and where? What times of day/weekdays or weekends?

Are there problems with safety and security immediately outside the station property? If so, what are the specific issues and where? What times of day/ weekdays or weekends?

Specifically, the area by the pedestrian tunnel entrance to the station from Polk Street (on the northwest side of the train tracks) has been cited as a problem area for public safety. What are the specific problems in this area and ways that these might be addressed?



Bus Facilities and Operations

Are there any problems with or needs to improve Metrobus facilities at the station? If so, what are they? For example:

- Are bus shelters adequate in size or number for waiting passengers?
- Are the conditions of bus shelters, benches and other amenities in good repair?
- Are there amenities that are missing or that would greatly improve the convenience, comfort or safety of waiting or transferring passengers?
- Is there adequate signage and information available for bus users?

Are neighborhood Metrobus routes convenient to access for residents? Do stop locations and routes serve the key areas in the neighborhood where people live, work, go to school, run errands, etc.?

Are there negative impacts of Metrobus operations on the community (e.g., noise, use of neighborhood streets, etc.)?

Parking, Kiss & Ride Facilities and Traffic

Are the station parking facilities adequate or are there any problems with conditions or capacity?

Are there problems with people parking on neighborhood streets to use the station?

Is the Kiss & Ride drop-off/pick-up facility adequate and convenient to use or are there any problems with condition, layout, congestion, etc.?



Are there problems with cars using Minnesota Avenue to drop-off/pick-up station passengers? For example does this create traffic congestion or conflicts with pedestrian crossings or vehicles entering/exiting the station or the Recreation Center?

Are there any other issues with traffic conditions along Minnesota Avenue by the station and park-and-ride lot?

Metrorail Station Facilities

Are Metrorail station facilities (e.g., fare gate area, elevator, escalators, platform and waiting areas) adequate in terms of passenger convenience, comfort and/or safety?

Are customer information, maps and directional signage conveniently available and visible?

Bicycle Conditions and Parking

Are there conditions that hinder bicycle access to the station from the surrounding neighborhoods? If so, what are they (e.g., lack of convenient or safe routes, high traffic volumes along key routes, dangerous intersections)?

Are bicycle parking facilities at the station sufficiently secure?

ATTACHMENT C-2

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STUDY OVERVIEW

STUDY PURPOSE

WMATA is conducting the study to evaluate the existing and future access and capacity needs of the Deanwood Metro station.

The study will:

- Identify short-term needs and improvements (with focus on pedestrian access & security);
- Determine long-term needs for Metrorail, Metrobus, Park & Ride and other modes; and
- Consider the potential for new residential and retail development on the site while maintaining station functions.

The project study area is the ½-mile radius of Deanwood Metro station, with a focus on the station facilities and area within ¼-mile radius or a 5-minute walk.

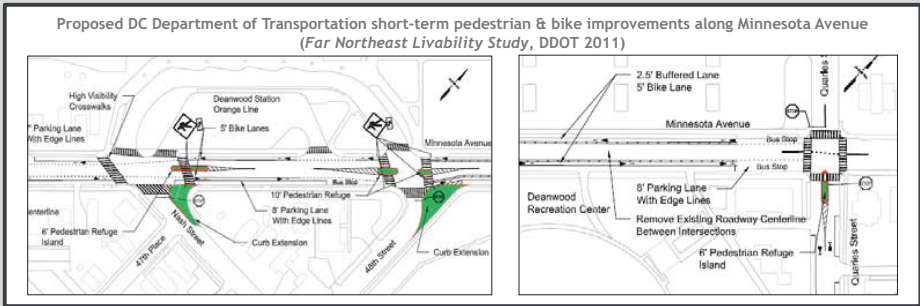
PROJECT STUDY AREA



STATION & IMMEDIATE VICINITY



CURRENT PLANNING INITIATIVES



PEDESTRIAN ACCESS ISSUES



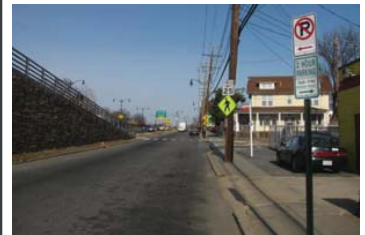
Pedestrian bridge over Kenilworth Ave



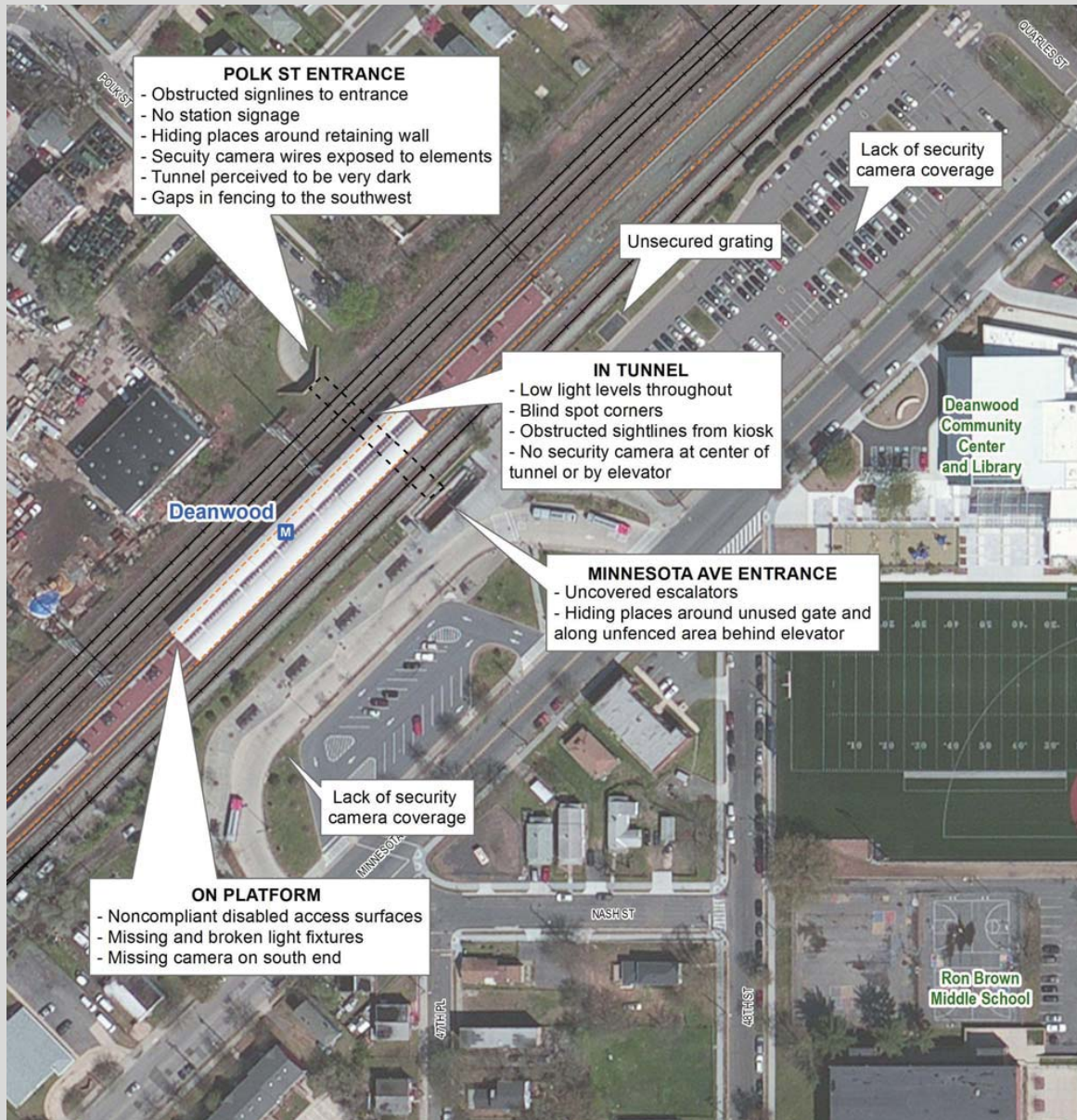
Direct pedestrian crossing accommodation needed from the station to the Community Center



Wayfinding signage needed from Kenilworth Ave and Polk St



SAFETY AND SECURITY ISSUES



Polk St Entrance - obstructed site lines and other security concerns



Station Entrance Tunnel - low light levels, blind spots, lack of security camera coverage



Minnesota Ave Escalators - unfenced area behind entrance



NEXT STEPS

SHORT-TERM IMPROVEMENT RECOMMENDATIONS

Based on input received at the Community Open House and the existing conditions assessment, Metro will develop short-term improvement recommendations for Deanwood Metro station.

LONG-TERM NEEDS AND STATION PLANNING

The project team is currently assessing future rail ridership, bus service projections and Park & Ride demand to determine station facility needs.

The needs assessment will be used to prepare conceptual long-range plans that:

- Maintain and enhance the station's transit and access functions; and
- Consider the potential for new residential and retail development on portions of the station site, based on the community recommendations outlined in the *Deanwood Strategic Development Plan* (DC Office of Planning, 2008).

ADDITIONAL OPPORTUNITIES FOR PUBLIC INPUT

Preliminary recommendations will be presented to the community in late spring/ summer 2012.

For more information or to receive updates on the study, please contact the Study Project Manager, Catherine Jones, at:

202-962-2866 cjones2@wmata.com



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ATTACHMENT C-3

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**Deanwood Metro Station Access Improvement Study
First Community Open House
Public Comments**

Date/Time: April 26, 5:00 p.m. to 7:30 p.m.

Location: Deanwood Community Center, 1350 49th Street, NE Washington, DC

Meeting Summary:

The purpose of this meeting was to invite members of the public to discuss ways to improve facilities, safety, and security at the Deanwood Metro station. The meeting provided an opportunity for the public to comment on problems at the station and suggest potential improvement ideas that would enhance access to/from the station. Project staff was on hand to discuss preliminary findings and existing conditions and explain the current and upcoming study activities.

Community comments transcribed by staff:

Safety and Security Concerns:

- Locations of concern:
 - Deanwood Community Center (after closing)
 - At plaza in front of Deanwood Community Center
 - Along Quarles Street and Minnesota Avenue
 - The intersection of Meade Street and 45th Street (street dead ends at tracks and is not well lit)
 - The pedestrian route behind playing field (is poorly lit and lacks visibility from other areas)
- Loitering tends to be an issue:
 - On Polk St entrance; mostly at night and at the end of the tunnel
 - On the platform, usually in groups of 4 to 5.
- Improvement ideas include:
 - Increase awareness and provide more information in regards to crime prevention programs
 - Increase police presence around the station, especially in front of the station along Minnesota Avenue
 - Increase the use of security cameras as a crime deterrent

Metrobus Concerns:

- Bus route concerns:
 - The wait for some routes is too long, especially the V7-V8.
 - Al Himes (WMATA) mentioned that bus routes will see improvements soon; W4 service improvements recommendations have already taken place and a service evaluation on the V-Line will start soon.
- Potential improvements:

- Include no profanity signs on buses (although MTP pointed out that this could encourage profanity and would be ignored).
- Provide real time (Next bus) signage for route schedules (similar to Anacostia).
 - Could provide individual signs at bus bays or a master sign showing all routes.
- Providing more information and outreach on texting for Next Bus bus stop information.
- Create a shuttle buses to serve the local community from the station, primarily for seniors and women with children.
 - Gabe Onyeador (DDOT) suggested the potential of the DC circulator to serve as a supplement to WMATA service in the Deanwood neighborhood.
- Residents express concerns about rude altercations/interactions with Metrobus drivers

Traffic Concerns:

- Excessive speeding exists along Minnesota Avenue.
 - Potential to add traffic calming measures along Minnesota Avenue (like the ones recommended in DDOT's *Far Northeast Livability Study*)

Bicycle Facilities Improvements:

- Provide Capital Bikeshare at the station.
 - Would have to be included in DDOTs expansion of the system.
- Encourage bike usage by providing more secure facilities.
 - Provide bike lockers (for security).
 - Provide bike racks inside the tunnel, near the station manager kiosk (for visibility).
 - Provide a secure bike facility similar to College Park Station with any future development.

Potential Station Improvements:

- Providing blue light or emergency buttons at the bus bays.
- Provide additional lighting around the station.
 - Resident pointed out the possibility of using financial incentives through the DC Sustainable Energy Utility to improve lighting.
 - Increase/improve lighting on the Polk Street side.
- Provide an escalator canopy.
- Provide a kiosk at the bus bays for more visibility and increase presence.

Joint Development Comments:

- The joint development should be compact, well lit, and aesthetically pleasing.
- Potential development opportunities should include at least some of the following:
 - Small retail uses
 - Sit-down restaurant or bakery (in the form of family owned businesses)
 - A Starbucks or other coffee shop chain

- Mixed use residential and retail adjoining and built modestly in comparison to the surrounding neighborhood.
- Consider how to handle congestion with any joint development
 - There is a concern about traffic sight lines with potentially more congestion at the bus stop at Minnesota Avenue and Quarles Street.

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ATTACHMENT C-4

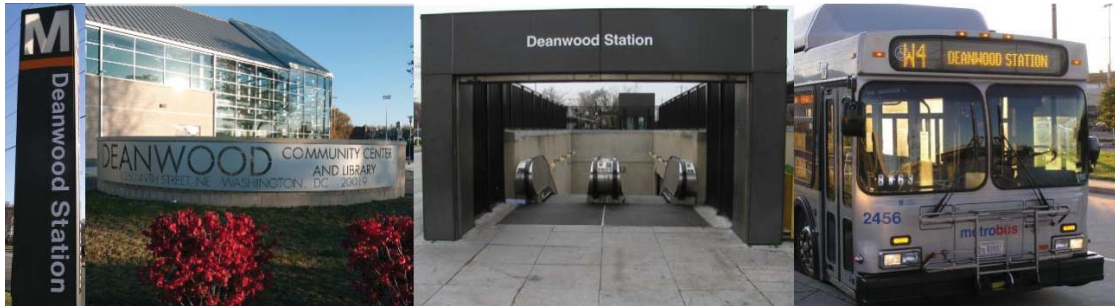
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Washington Metro Area Transit Authority (WMATA)

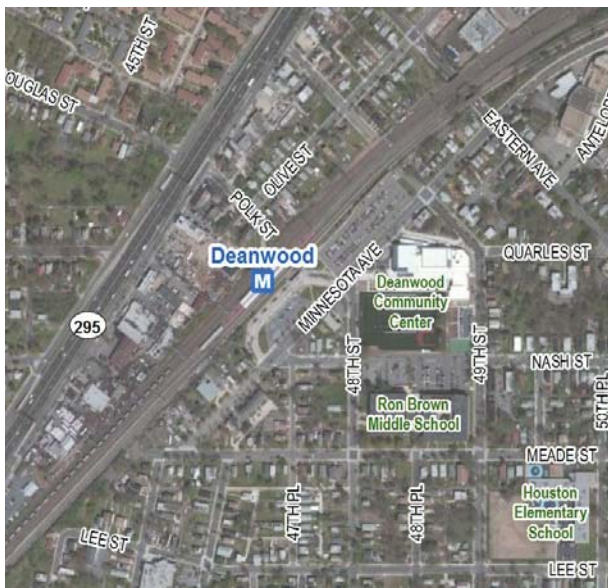
CORDIALLY INVITES YOU TO ATTEND THE...

DEANWOOD METRO STATION ACCESS IMPROVEMENT STUDY COMMUNITY OPEN HOUSE



Metro invites you to attend an open house to discuss ways to improve facilities, safety, and security at the Deanwood Metro station. This will be an opportunity for you to comment on problems at the station and suggest potential improvement ideas that would enhance access to/from the station (including rail, bus, pedestrian & bicycle access, and other facilities).

Project information will be available and staff will be on hand to listen to your suggestions, answer questions, and explain the current and upcoming study activities!



Thursday, April 26, 2012

DROP-IN WORKSHOP

3:00-5:00 p.m.

OPEN HOUSE

5:00-6:00 p.m.

PRESENTATION WITH Q&A

6:00-8:00pm

Deanwood Community Center

1350 49th Street, NE

Washington, D.C.

**(Across Minnesota Avenue from
the Deanwood Metro station)**

The facility is wheelchair accessible

MAKE A DIFFERENCE... PARTICIPATE IN THE PROCESS!

For more information, please contact Catherine Jones 202.962.2866 or cjones2@wmata.com

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ATTACHMENT C-5

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DEANWOOD METRO STATION ACCESS IMPROVEMENT STUDY June 2012 Update

Study Purpose

The Washington Metropolitan Transit Authority (WMATA or "Metro") is conducting the study to evaluate the existing and future access and capacity needs of the Deanwood Metro station. The study will:

- Identify short-term needs and improvements;
- Determine long-term needs for Metrorail, Metrobus, Park & Ride and other modes; and
- Consider the potential for new residential and retail development on the site.

Current Status

- WMATA, DDOT, DCOP, project team members, and community representatives participated in a discussion and station walk-about in February 2012 to identify issues at the station.
- Completed an existing conditions assessment in Spring 2012, which focused on:
 - Relevant neighborhood plans and roadway and pedestrian projects;
 - Station operations, including Metrorail, bus, Kiss & Ride and other facilities;
 - Pedestrian access issues; and
 - Safety and security issues.
- Held a community open house at the Deanwood Community Center on April 26, 2012. The project team presented preliminary findings and gathered feedback from the public on problems and potential improvement ideas for the station.
- Assessed future service and facility needs at the station.

Next Steps

- WMATA is currently developing short-term recommendations based on input received at the open house and the existing conditions assessment.
- WMATA has also begun developing long-term station improvement concepts to address future service demands, station access needs, and the potential for new residential and retail development.
- Preliminary recommendations will be presented to the community in Fall 2012.



For more information or to receive updates on the study, please contact Catherine Jones
202.962.2866 or cjones2@wmata.com

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ATTACHMENT C-6

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DEANWOOD METRO STATION ACCESS IMPROVEMENT STUDY February 2013 Update

Study Background & Schedule

The Washington Metropolitan Transit Authority (WMATA or "Metro") has conducted the study to evaluate the existing and future access and capacity needs of the Deanwood Metro station:

- Identification of short-term needs and improvements
- Determination of long-term needs for Metrorail, Metrobus, Park & Ride and other modes
- Consideration of potential for new residential and retail development on the site

Key study milestones:

- February 2012 – Community walk-about and review of existing conditions
- April 2012 – Community Open House
- Spring/Summer 2012 – Assessment of future needs
- June 2012 – Study update at Deanwood Civic Association Meeting
- Fall 2012 – Development of draft recommendations
- Winter 2013 – Presentation of draft recommendations

Findings and Draft Recommendations

Short-term Proposed Improvements

- Pedestrian crossing to Community Center in coordination with DDOT
- Brighter lighting and improved security camera coverage in tunnel
- Security enhancements at both entrances
- Landscape enhancement at bus drop-off area

Long-term Proposed Improvements

- Enhanced entrance plazas at both entrances, including paving, landscaping, and signage
- Escalator canopy
- Secure/covered bicycle parking
- Enhanced landscaping around bus loop, Kiss & Ride and attractive fencing around Park & Ride

Potential Future Joint Development

Moderate-scale Joint Development (retail and residential) is recommended scenario for future consideration.

- Places active uses by station entrance and serves retail need
- Accommodates most of Park & Ride demand
- Maintains bus and Kiss & Ride facilities on site
- Avoids need for costly structured parking

NEXT STEPS

- February 27 Community Open House to get feedback on draft findings and recommendations, 6:00pm to 8:00pm at the Deanwood Community Center.
- Finalization of study findings and recommendations in Spring 2013.
- For more information or to provide comments, please contact:
Catherine Jones, 202.962.2866 or cjones2@wmata.com



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ATTACHMENT C-7

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STUDY OVERVIEW

STUDY PURPOSE

WMATA is conducting the study to evaluate the existing and future access and capacity needs of the Deanwood Metro station.

The study will:

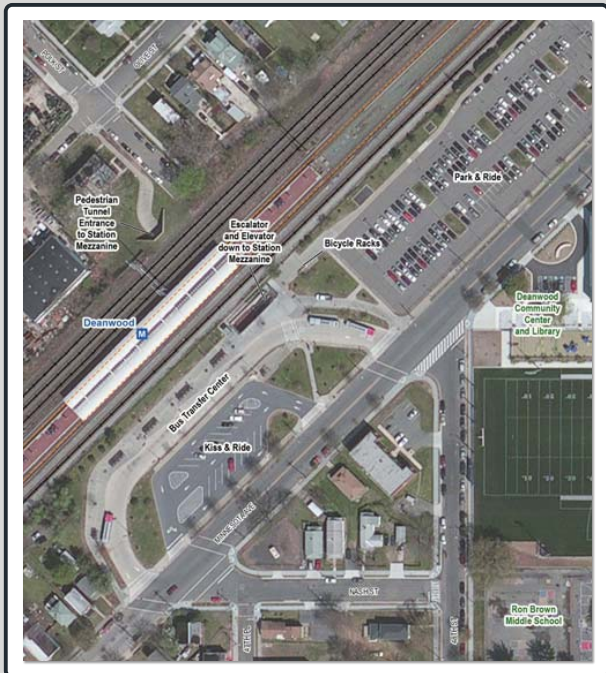
- Identify short-term needs and improvements (with focus on pedestrian access & security);
- Determine long-term needs for Metrorail, Metrobus, Park & Ride and other modes; and
- Consider the potential for new residential and retail development on the site while maintaining station functions.

The project study area is the ½-mile radius of Deanwood Metro station, with a focus on the station facilities and area within ¼-mile radius or a 5-minute walk.

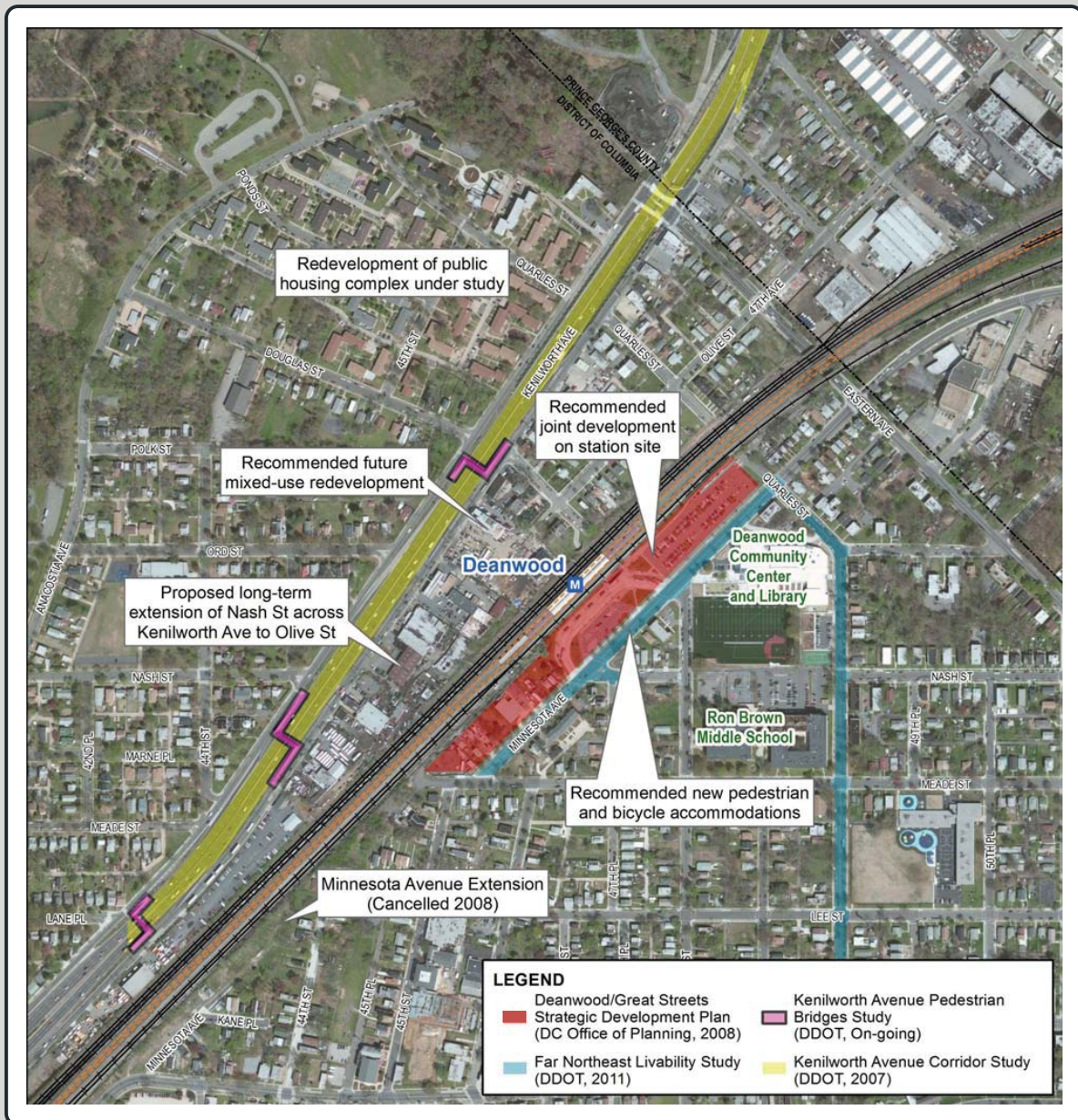
PROJECT STUDY AREA



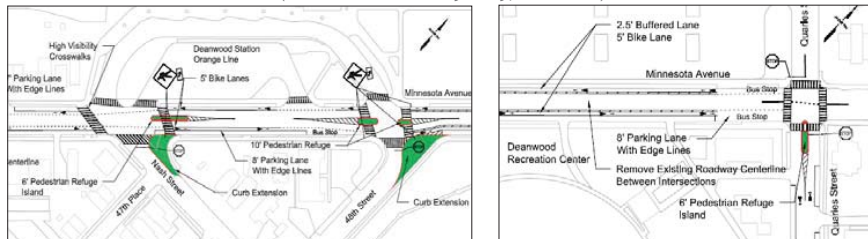
STATION & IMMEDIATE VICINITY



CURRENT & RECENT PLANNING INITIATIVES



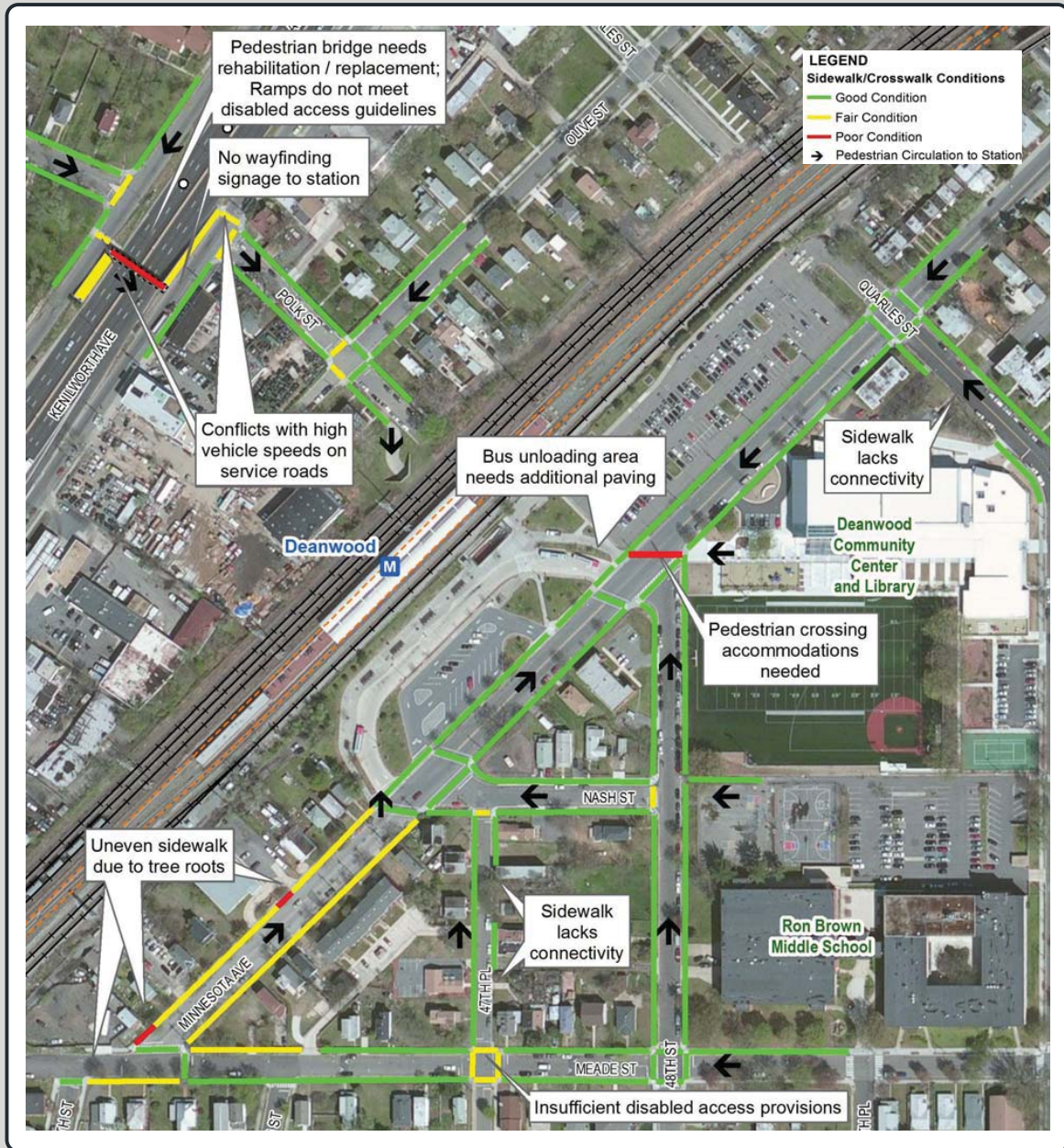
Proposed DC Department of Transportation short-term pedestrian & bike improvements along Minnesota Avenue (Far Northeast Livability Study, DDOT 2011)



Recommended Metro station redevelopment from Deanwood Strategic Development Plan (2008)



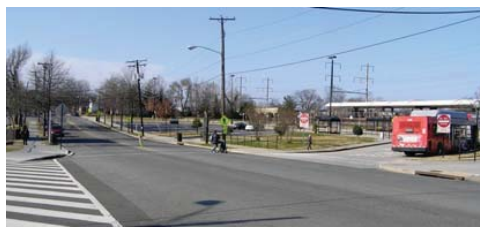
PEDESTRIAN ACCESS ISSUES



Pedestrian bridge over Kenilworth Ave



Direct pedestrian crossing accommodation needed from the station to the Community Center

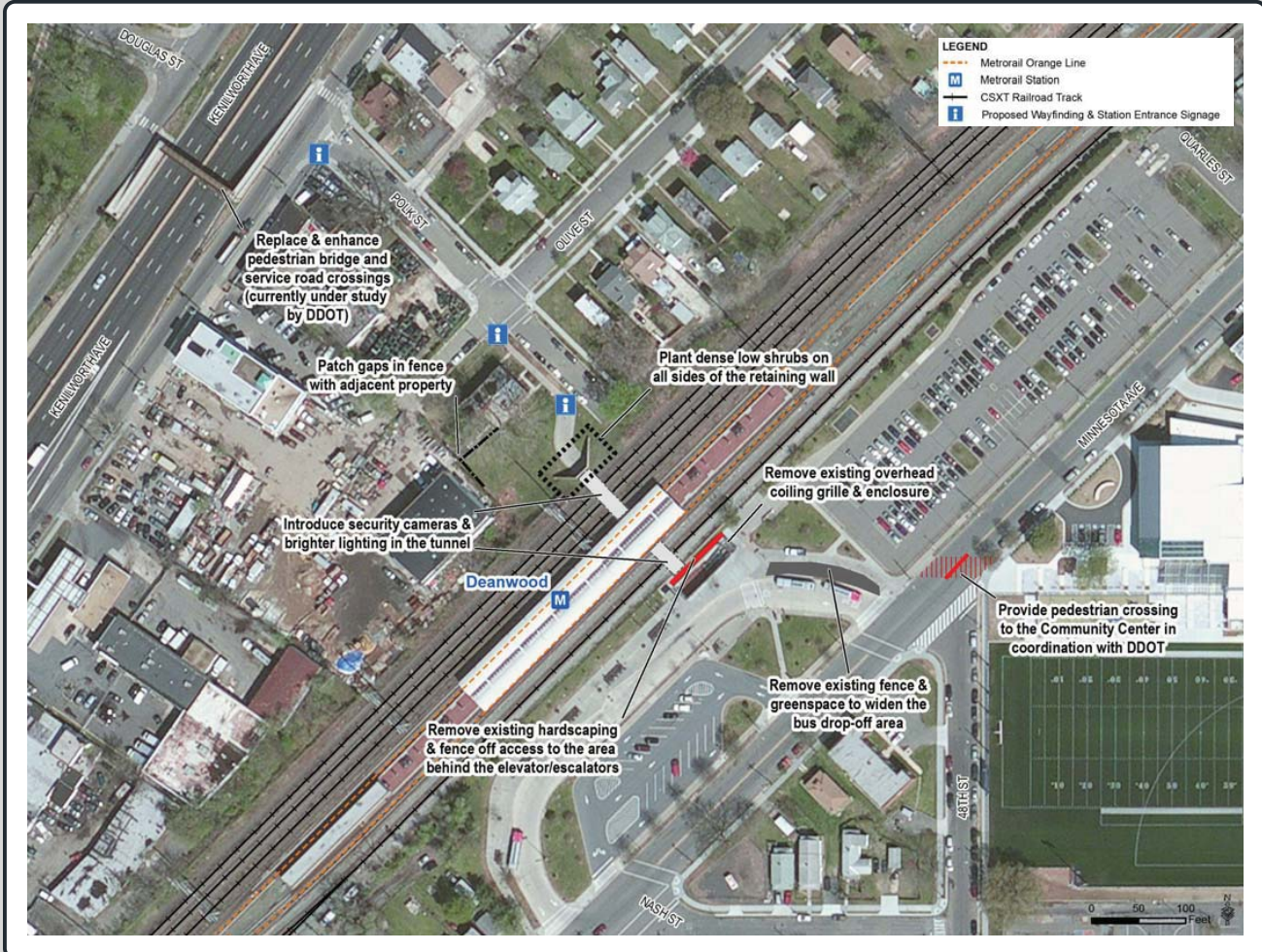


Wayfinding signage needed from Kenilworth Ave and Polk St



DRAFT SHORT-TERM RECOMMENDATIONS

PROPOSED IMPROVEMENTS



SECURITY ISSUES TO BE ADDRESSED

Low light levels, blind spots, lack of security camera coverage in station tunnel



Obstructed sight lines, gaps in fencing at Polk Street Entrance



Unfenced area behind escalators



DRAFT LONG-TERM RECOMMENDATIONS

STATION ACCESS NEEDS AND ENHANCEMENTS

Bus Facilities

- Existing: 6 Bays
 - 4 in service
 - 1 for passenger unloading only
 - 1 unassigned
- 2030 Projected Need: 6 Bays
 - All bays used for passenger loading/unloading
 - Layovers occur in bays as needed
 - No expansion of existing capacity needed

Park & Ride Facilities

- Existing: 194 space capacity (average 120 used per weekday)
- 2030 Projected Need: (based on ridership growth): 155 spaces
- No expansion of existing capacity needed

Kiss & Ride Facilities

- Short-term parking currently underutilized
- Parking area could be reduced to facilitate landscape and passenger amenity enhancements

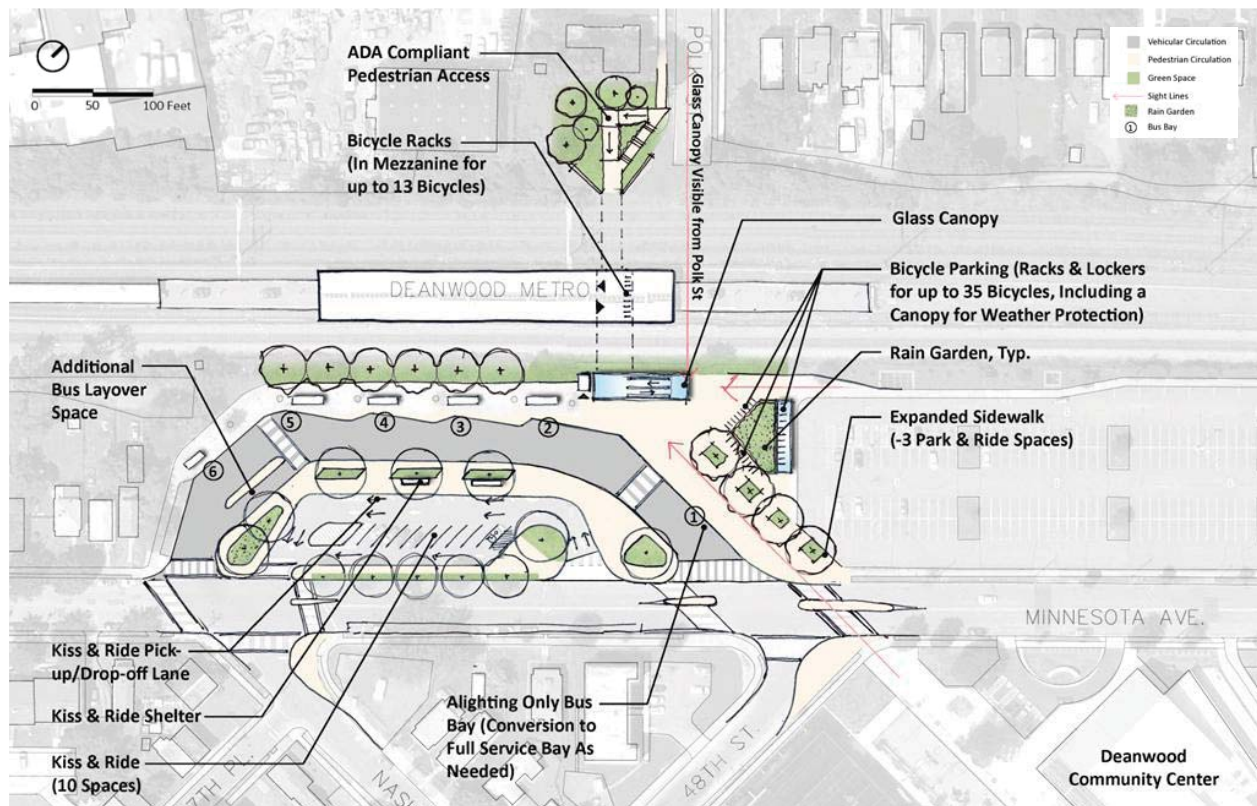
Minnesota Avenue Entrance - Proposed Enhancements

- Enhanced Pedestrian Plaza
 - Wider pedestrian area at crossing to Community Center
 - Enhanced signage and landscape features
- Escalator Canopy
- Kiss & Ride Passenger Amenities
- Secure/Covered Bicycle Parking
- Park & Ride Attractive Fencing
- Enhanced Landscaping throughout Site

Polk Street Entrance - Proposed Enhancements

- Enhanced Entrance Plaza
 - Improved sight lines and grades for pedestrian paths
 - Station signage
- Secure/Covered Bicycle Parking

DRAFT CONCEPT PLAN



FUTURE STATION JOINT DEVELOPMENT

JOINT DEVELOPMENT CONSIDERATIONS

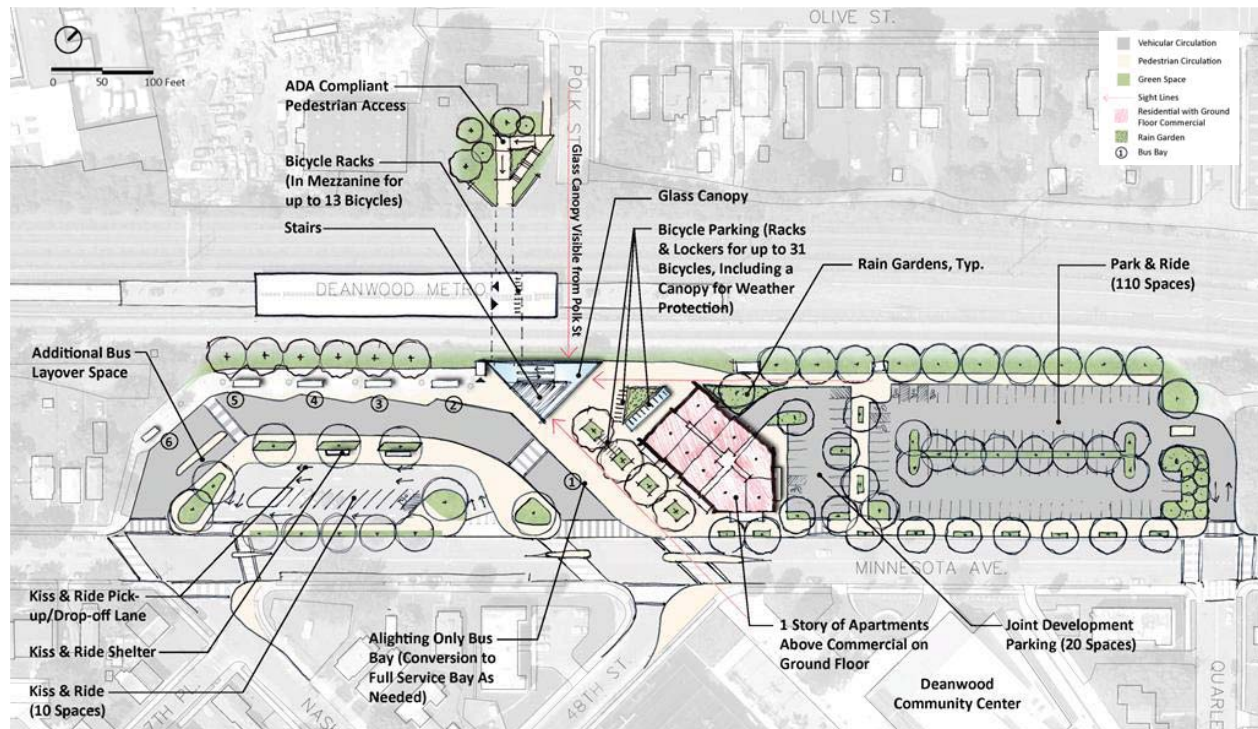
Potential Scenarios Evaluated:

- **No Initial Joint Development** - initial long-term concept plan would not preclude later joint development on station site
- **Moderate-scale Joint Development** - uses portion of Park & Ride site
- **Intensive Joint Development** - replaces entire Park & Ride site; could be later phase of Moderate-scale Joint Development. Scenario would require:
 - Structured parking to replace Park & Ride lot on site - OR
 - Accommodation of Park & Ride users at other stations

Initial Findings:

- Replacement of bus facility to on-street stops or to another nearby site is not feasible
- Moderate-scale Joint Development is recommended scenario for future consideration:
 - Places active uses by station entrance and serves retail need
 - Accommodates most of Park & Ride demand
 - Maintains bus facilities and Kiss & Ride on site
 - Avoids need for costly structured parking

POTENTIAL JOINT DEVELOPMENT CONCEPT



PROVIDE FEEDBACK ON DRAFT RECOMMENDATIONS

Study findings and recommendations will be finalized in spring 2013.

We welcome your feedback on the findings and draft recommendations. Please fill out a comment sheet or provide your comments or questions to project staff in attendance.

After the meeting, for more information or to provide comments on the study draft recommendations, please contact the Study Project Manager:

Catherine Jones
Phone Number: 202-962-2866
Email: cjones2@wmata.com

ATTACHMENT C-8

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**Deanwood Metro Station Access Improvement Study
Second Community Open House
Public Comments**

Date/Time: Wednesday, February 27, 2013, 6:00 – 8:00 p.m.

Location: Deanwood Community Center, 1350 49th Street, NE, Washington, DC

Meeting Summary:

Metro held an open house meeting to present initial proposals to improve facilities, safety, and security at the Deanwood Metro station and receive feedback from the community. Display boards and a PowerPoint presentation by project team staff presented study background, findings on existing conditions, draft recommendations to enhance access to/from the station (including rail, bus, pedestrian & bicycle access, and other facilities) and draft concepts for future residential/commercial joint development opportunities on the station site. Project team staff, DDOT staff, and Metro Transit Police officers were available during the open house portion of the meeting and during the question-and-answer session after the presentation to answer questions, take comments, and provide additional explanation of the study findings and recommendations.

Community comments transcribed by staff:

- In the evening, the walk from the Deanwood Community Center to the station entrance is too dark.
- In regards to the joint development, can parking for the residences be reduced? One would assume that a joint development next to the metro station would attract transit dependent riders.
- Can the joint development accommodate a larger commercial space or footprint such as a neighborhood grocery store like an Aldi?
- Community members discussed the various parking regulations in the surrounding neighborhood, with some streets being zoned and unzoned. Someone suggested expanding the parking zone to other neighborhoods within the vicinity of Deanwood Station, so that residents could utilize the street parking around the station and force Maryland drivers to use the Park & Ride lot. This issue would need a neighborhood petition (to obtain zoned parking) and approval from DDOT.
- A community member suggested adding speed bumps along Minnesota Avenue to discourage speeding in front of the Metro station and community center. Robert Chrisciel said DDOT will consider exploring the suggestion.
- A community member suggested a more visible and larger presence of Metro Transit Police at the Metro station to help with concerns about safety and security.
- Community member suggested keeping the Deanwood Community Center athletic field lights on station closes (this had been done in the past). Members were concerned about safety since the neighborhood lacks sufficient lighting and is too dark at night. This

suggestion would need to be addressed by the DC Department of Parks and Recreation or the ward councilmember.

- Community members mentioned that landscaping on the station property was not adequately maintained. They mentioned that maintenance and transit police vehicles had driven over flower beds that the community had installed.
- Community member was concerned with the geological, soil, and environmental conditions of the station site and the ability for joint development to be constructed. Member cited that Eastern Avenue at the underpass of the CSX bridge is prone to flooding and that station property is along an old creek bed. Catherine Jones from WMATA addressed the concern that If any joint development were to move forward at the site, the developer would have to complete DC's environmental review process.

Comments from collected comment sheets:

- Increase security at:
 - Metro bus stops
 - Metro platforms
 - Metro Kiss & Ride parking lot
 - Metro staff parking lot
- Need security booth on Metro entrances
 - Arresting officers needed at least during the PM hours
 - Criminal activity witnessed includes gambling, drugs, drinking, and theft
- Increase lighting - low visibility at this time.
- Deanwood Recreation Security Guards cannot arrest or detain criminal activity, individuals entering center

ATTACHMENT C-9

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Washington Metro Area Transit Authority (WMATA)

CORDIALLY INVITES YOU TO ATTEND THE...

DEANWOOD METRO STATION ACCESS IMPROVEMENT STUDY COMMUNITY OPEN HOUSE & STUDY UPDATE



Metro invites you to attend an open house to review and give feedback on initial proposals to improve facilities, safety, and security at the Deanwood Metro station. The meeting will be an opportunity for you to comment on draft recommendations to enhance access to/from the station (including rail, bus, pedestrian & bicycle access, and other facilities) and draft concepts for future residential/commercial joint development opportunities on the station site.

Project information will be available and staff will be on hand to listen to your suggestions, answer questions, and explain the current study activities!



Wednesday, February 27, 2013

**OPEN HOUSE
6:00-7:00 p.m.**

**PRESENTATION WITH Q&A
7:00-8:00pm**

**Deanwood Community Center
1350 49th Street, NE
Washington, D.C.**

**(Across Minnesota Avenue from
the Deanwood Metro station)**

The facility is wheelchair accessible

MAKE A DIFFERENCE... PARTICIPATE IN THE PROCESS!

For more information, please contact Catherine Jones 202.962.2866 or cjones2@wmata.com